APPENDIX 1. FIGURES.

DRAFT

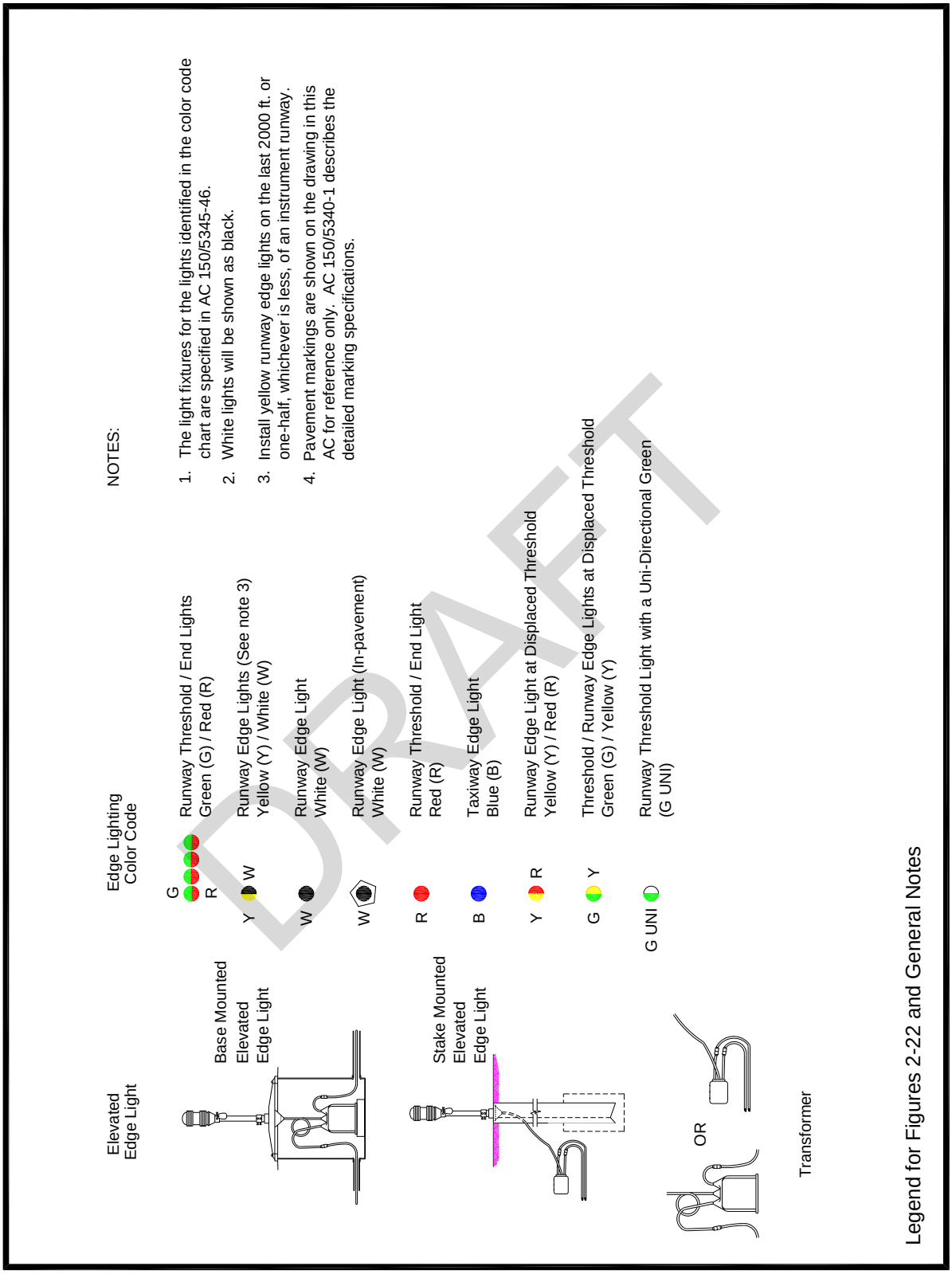


Figure 1. Legend and General Notes.

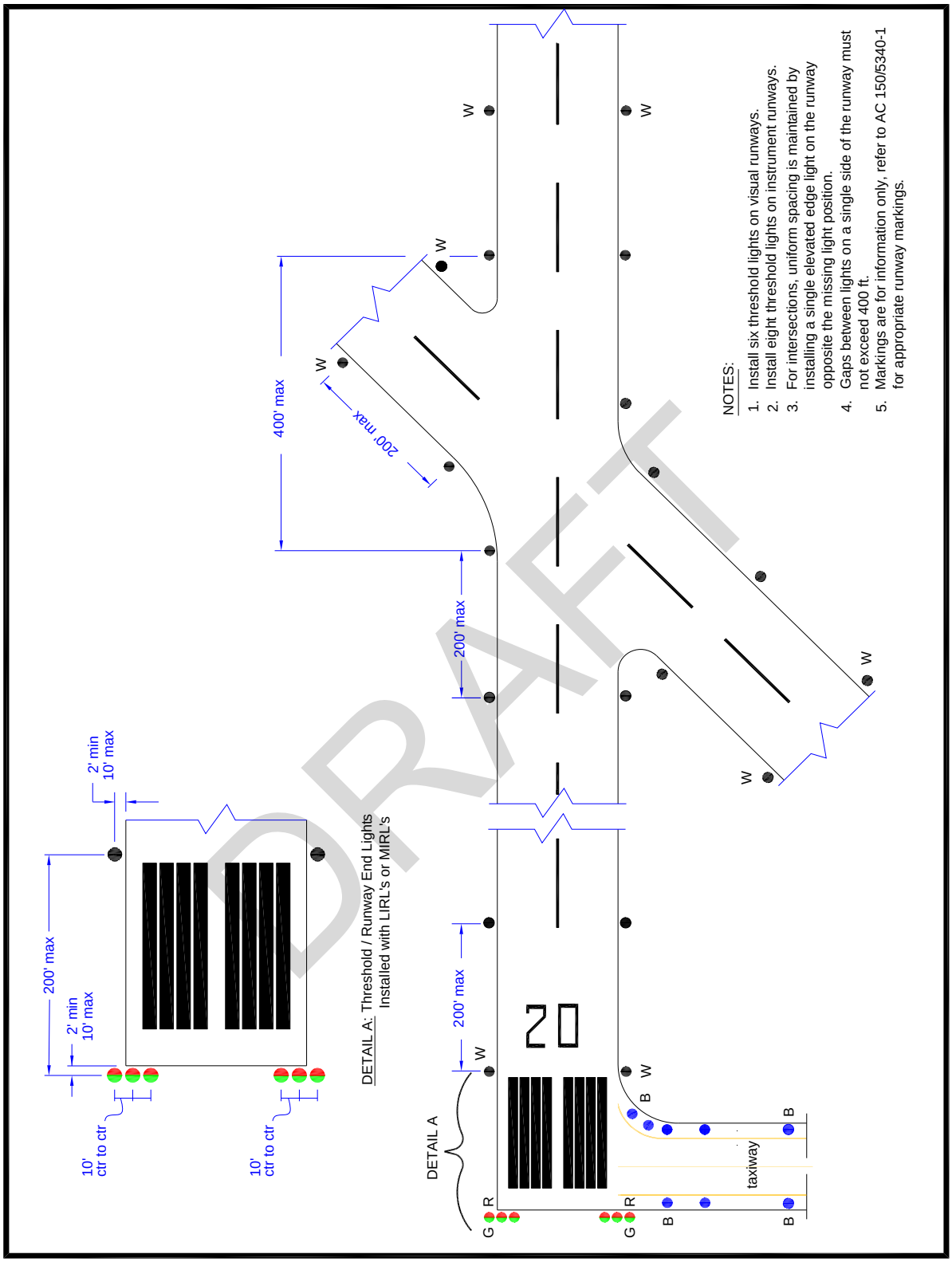
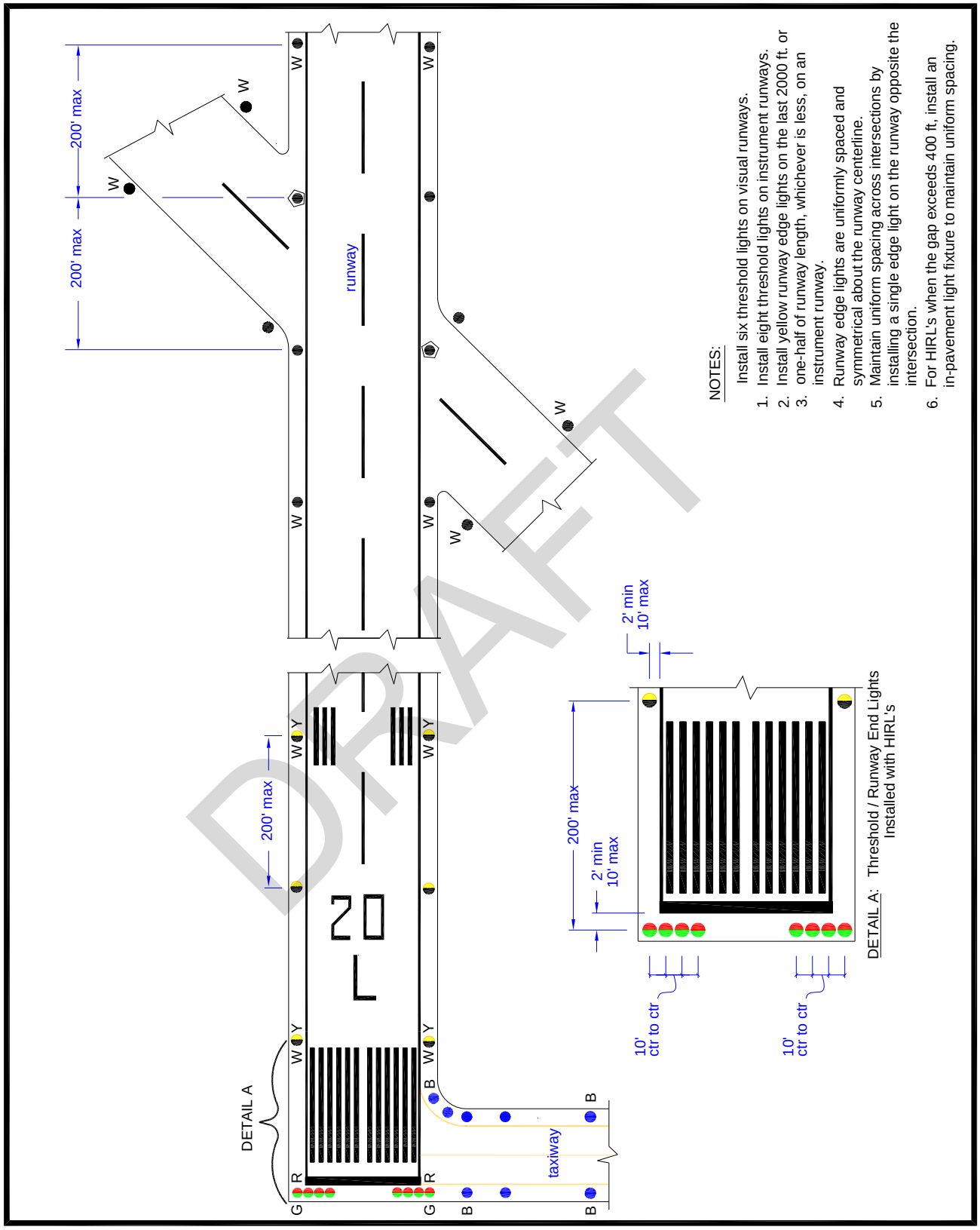
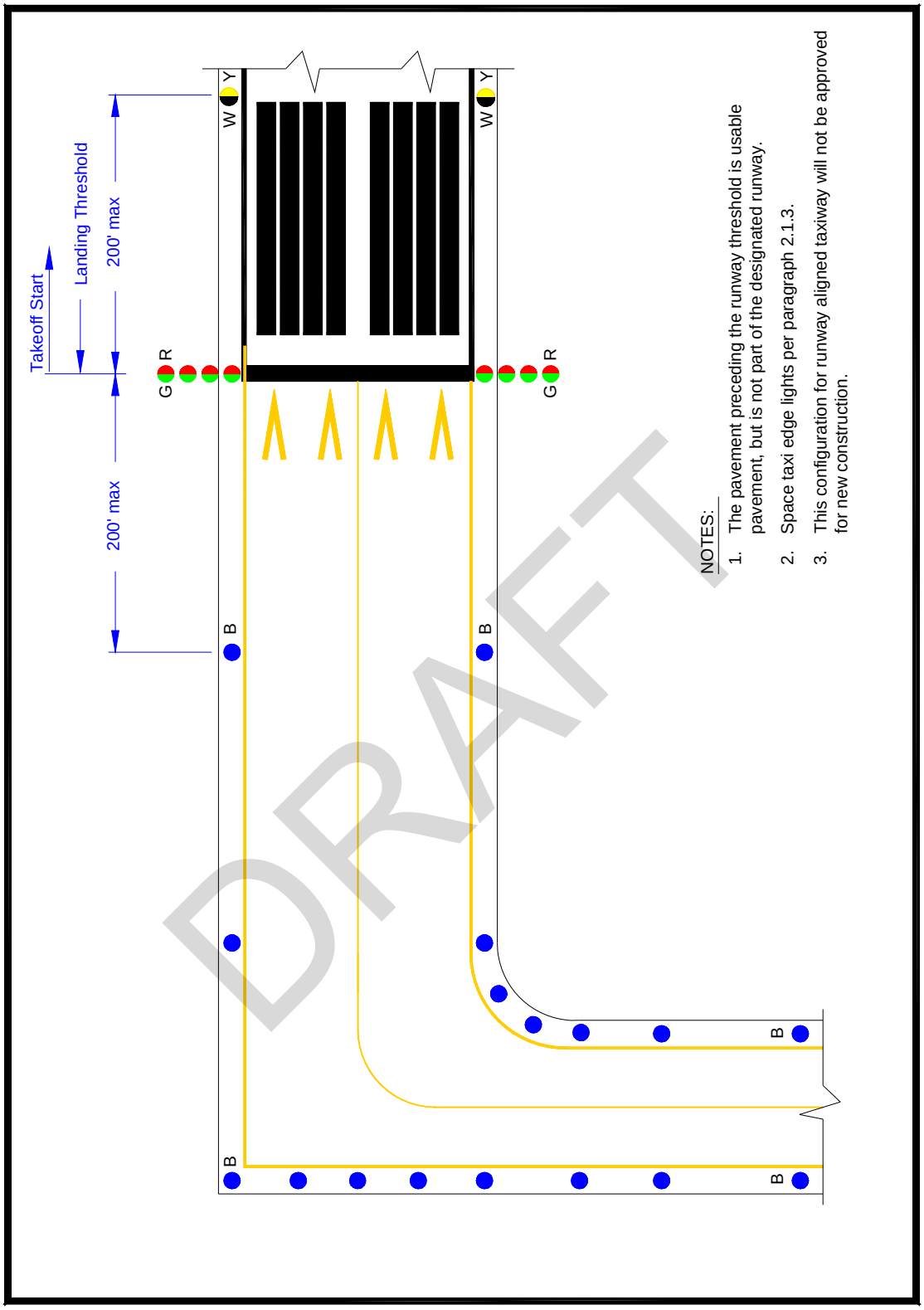


Figure 2. Runway and Threshold Lighting Configuration (LIRL & MIRL).


200' max
200' max
W
runway
W
W
W



DRAFT

Figure 4. Runway with Taxiway at End.

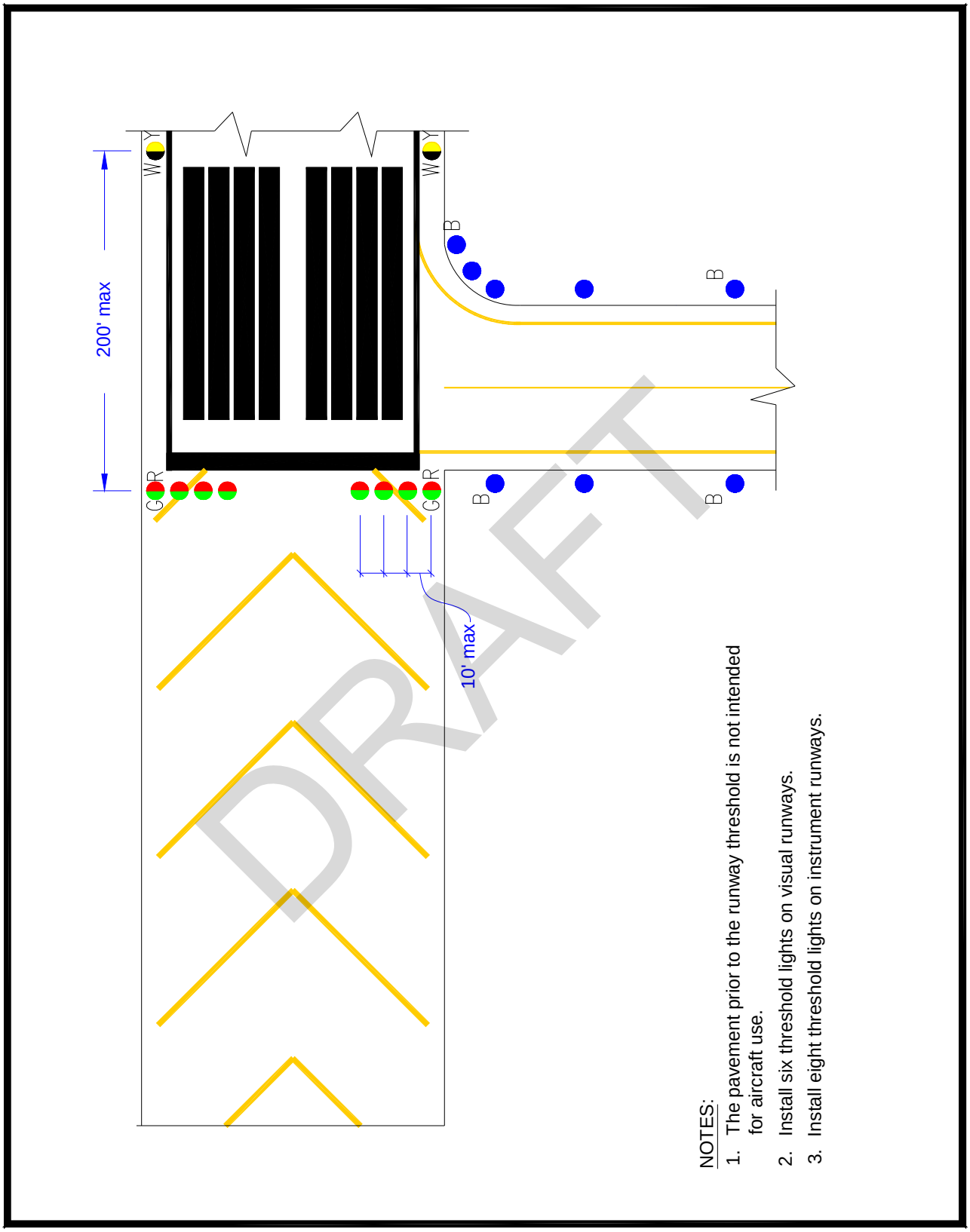


Figure 5. Runway with Blast Pad (No Traffic).

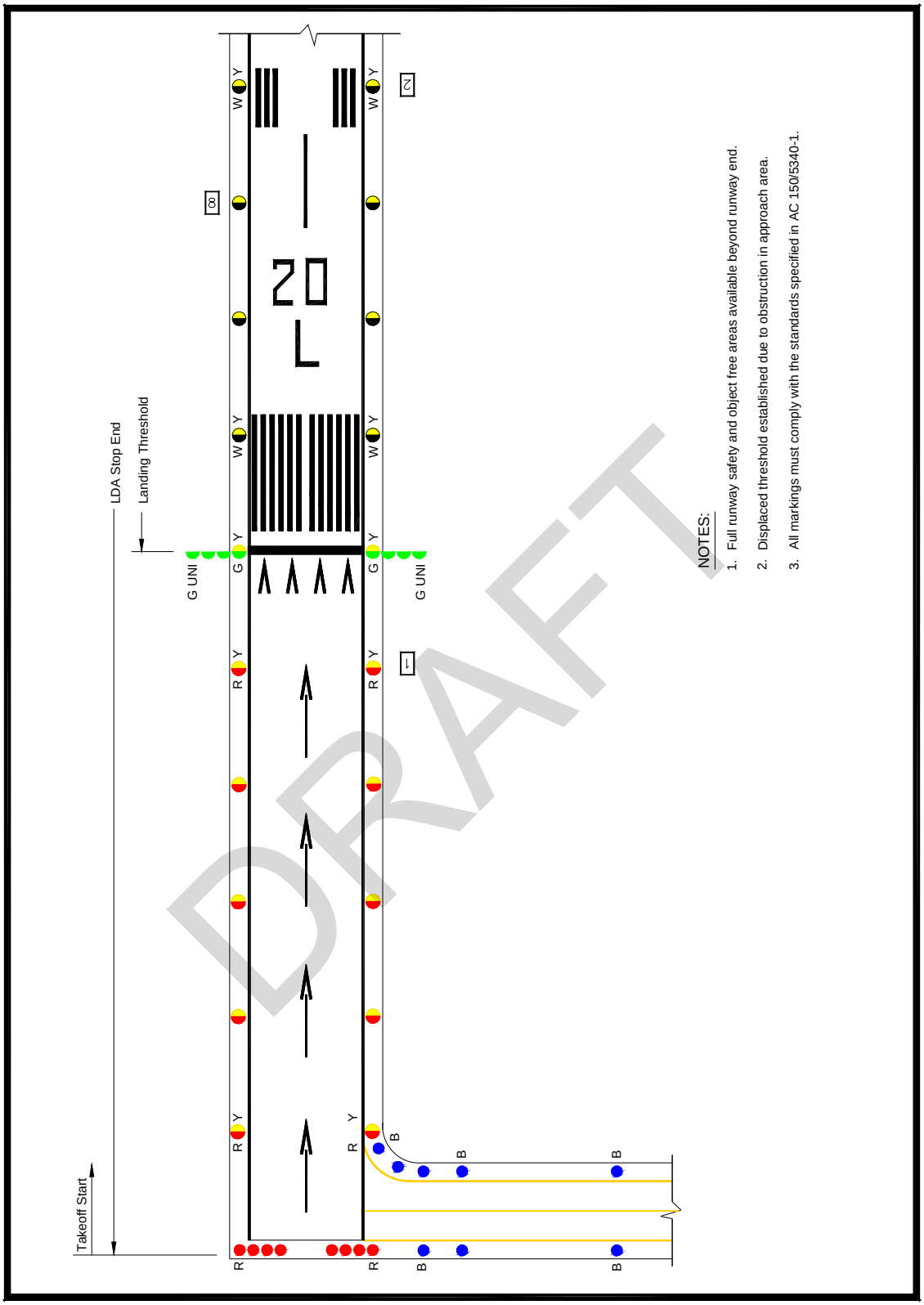


Figure 6. Lighting for Runway with Displaced Threshold.

DRAFT

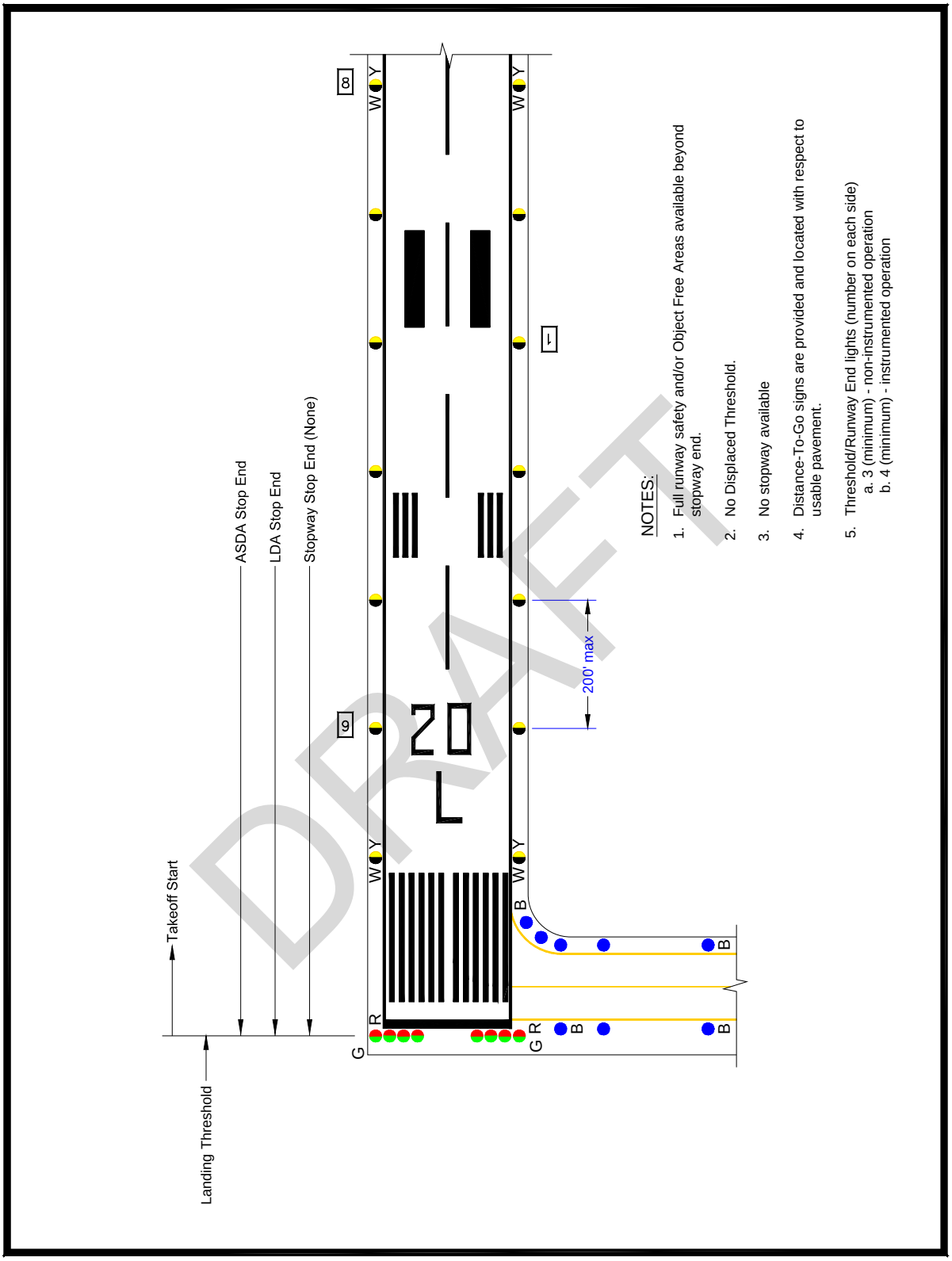


Figure 7. Normal Runway with Taxiway.

DRAFT

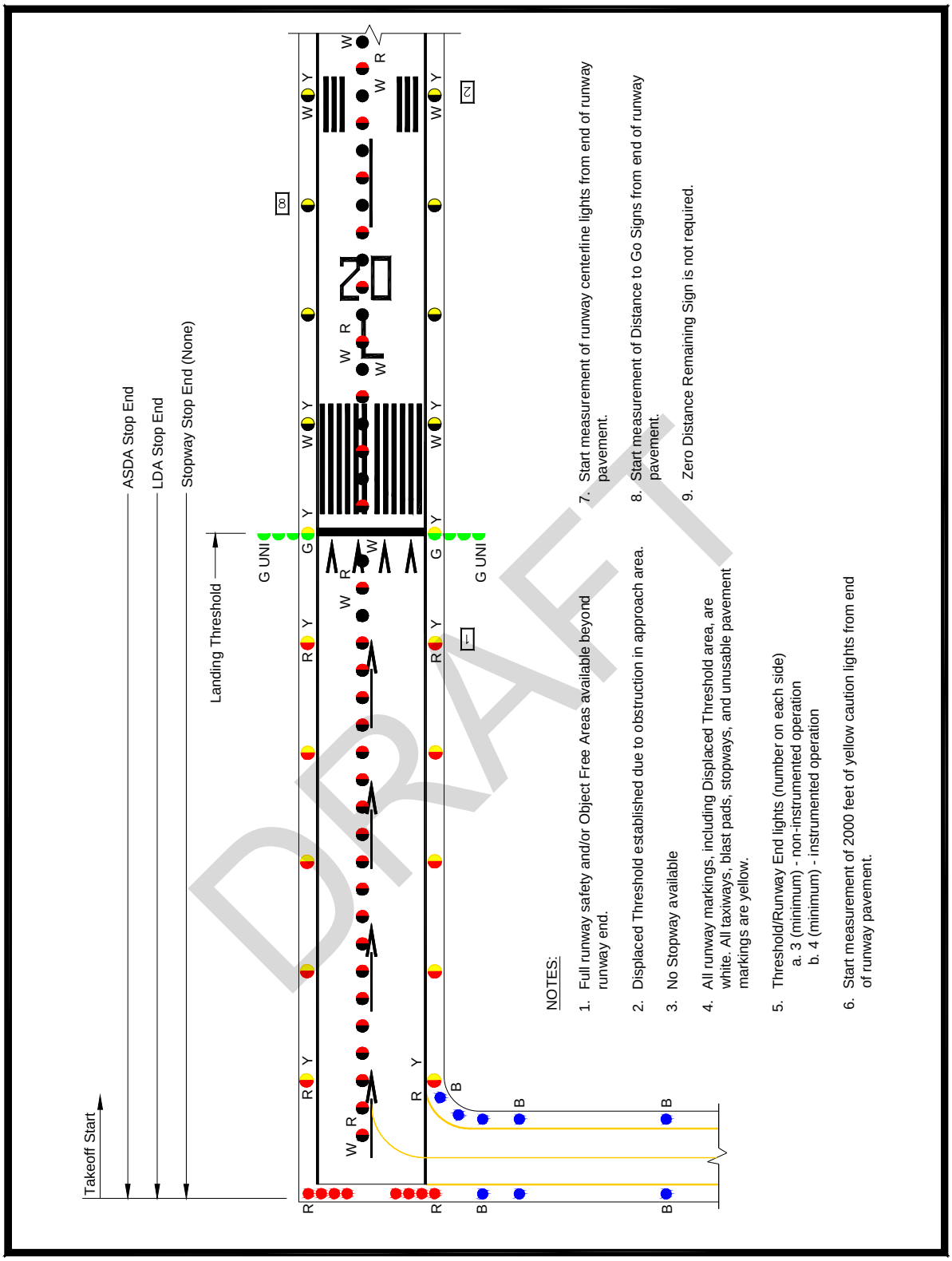


Figure 8. Lighting for Runway with Displaced Threshold.

DRAFT

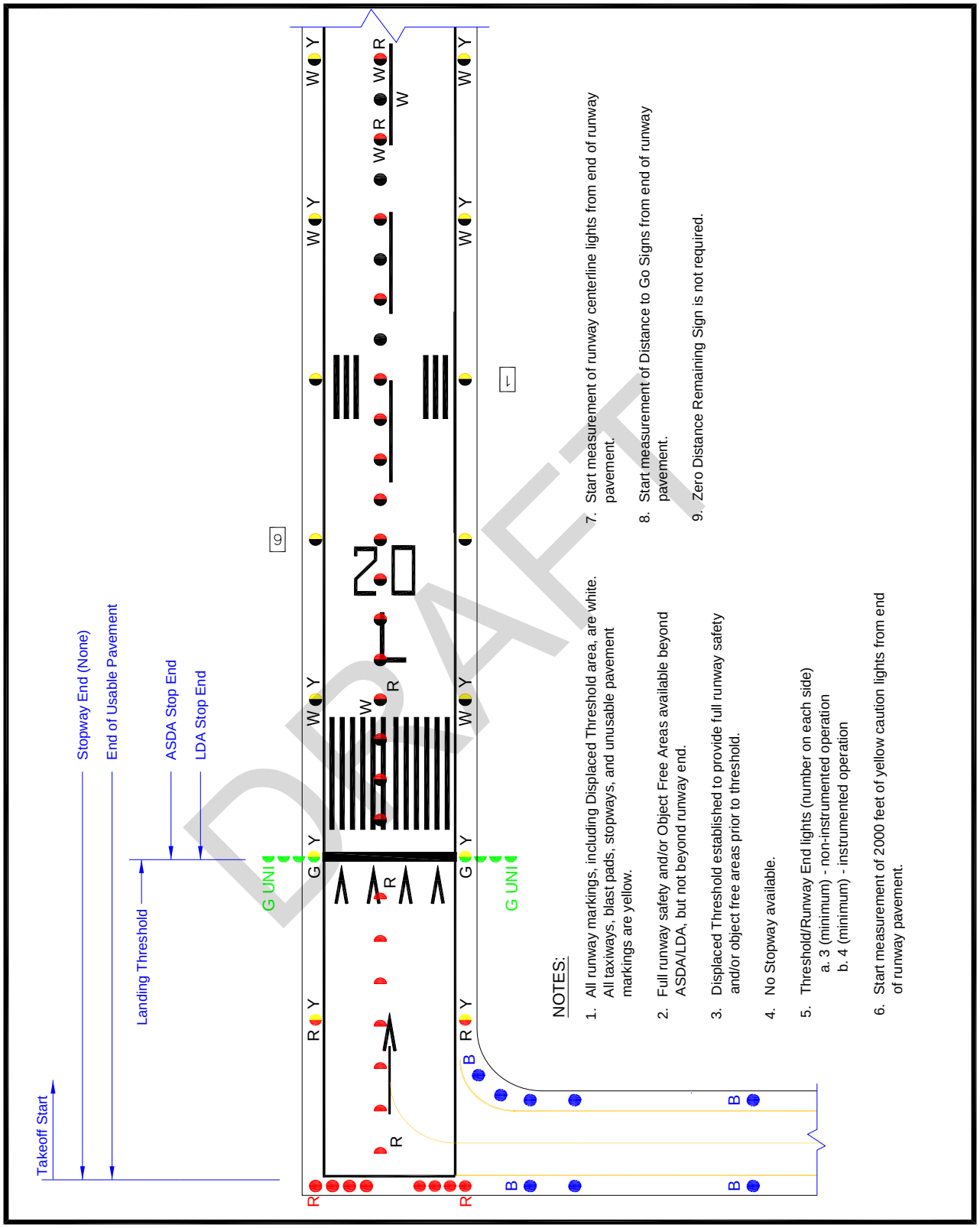


Figure 9. Lighting for Runway with Displaced Threshold/Usable Pavement.

DRAFT

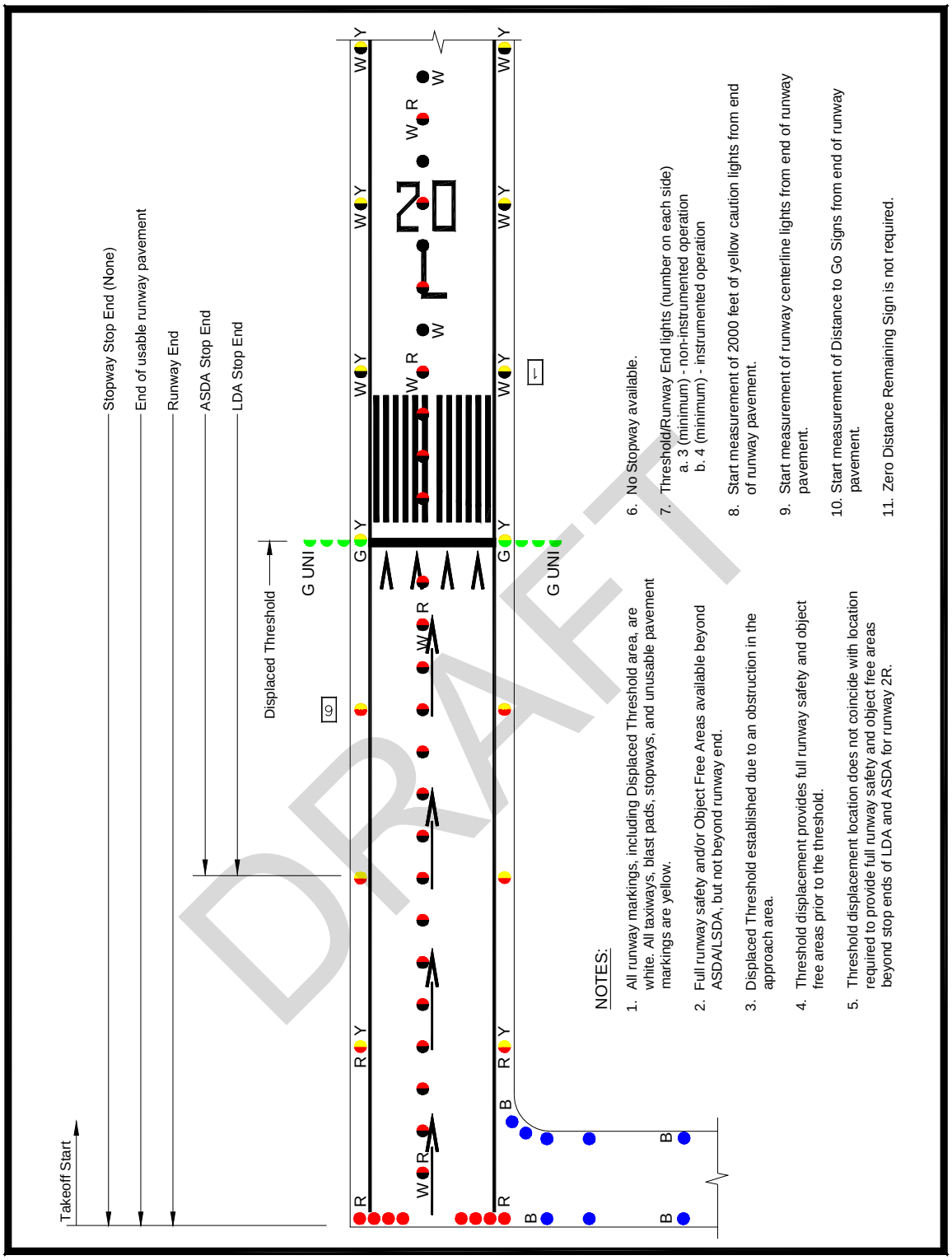


Figure 10. Lighting for Runway with Displaced Threshold not Coinciding with Opposite Runway End.

DRAFT

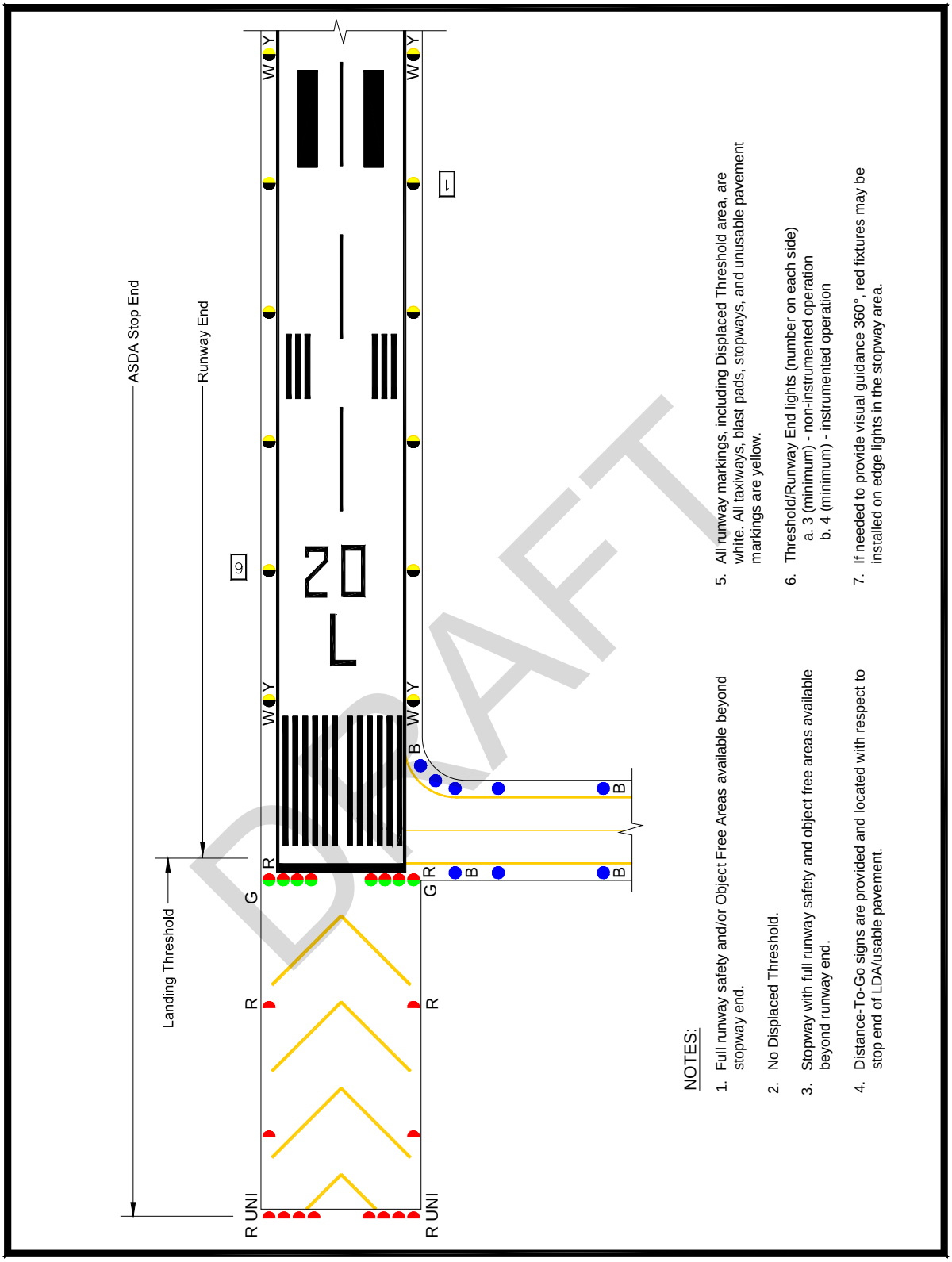


Figure 11. Lighting for Runway with Stopway.

DRAFT

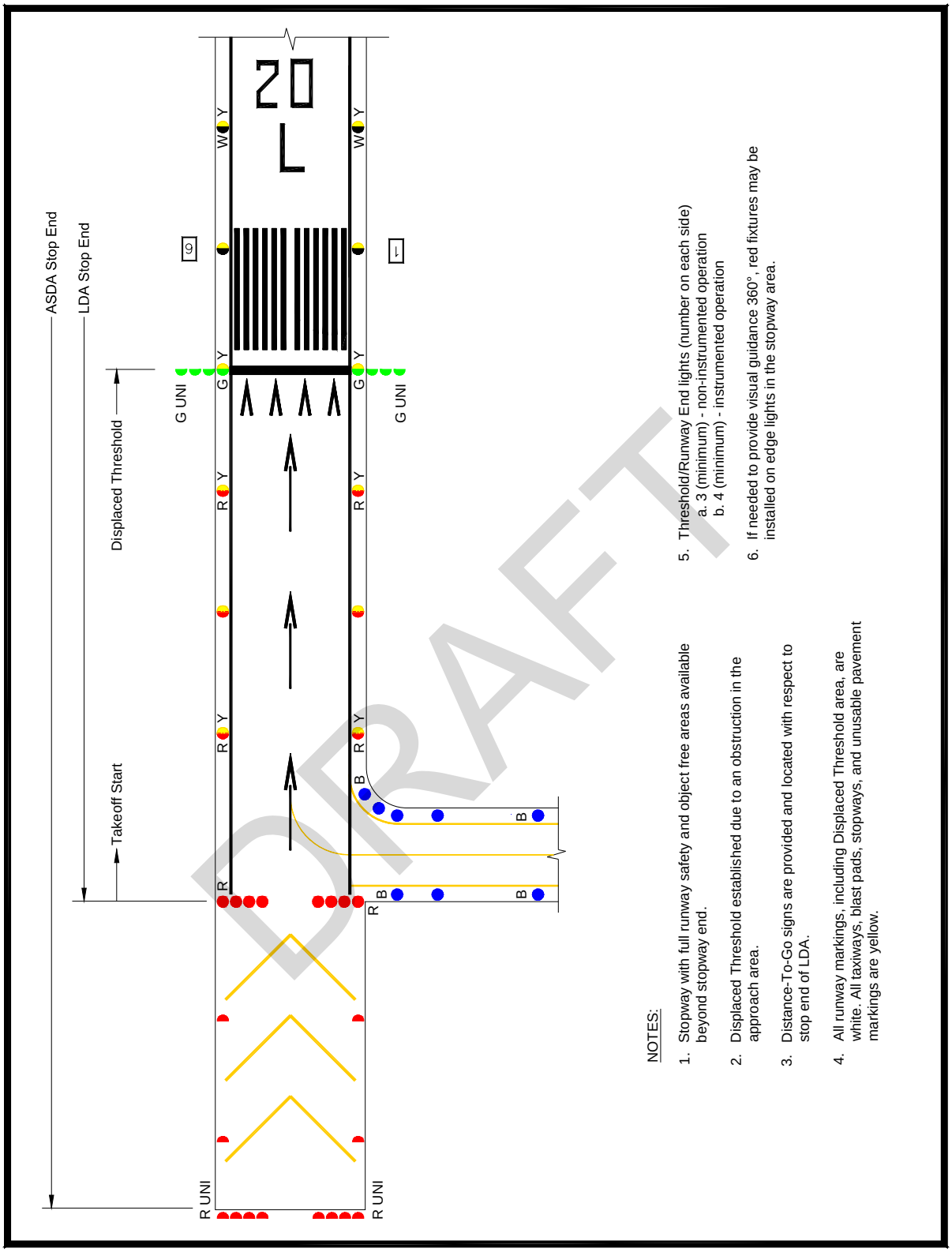
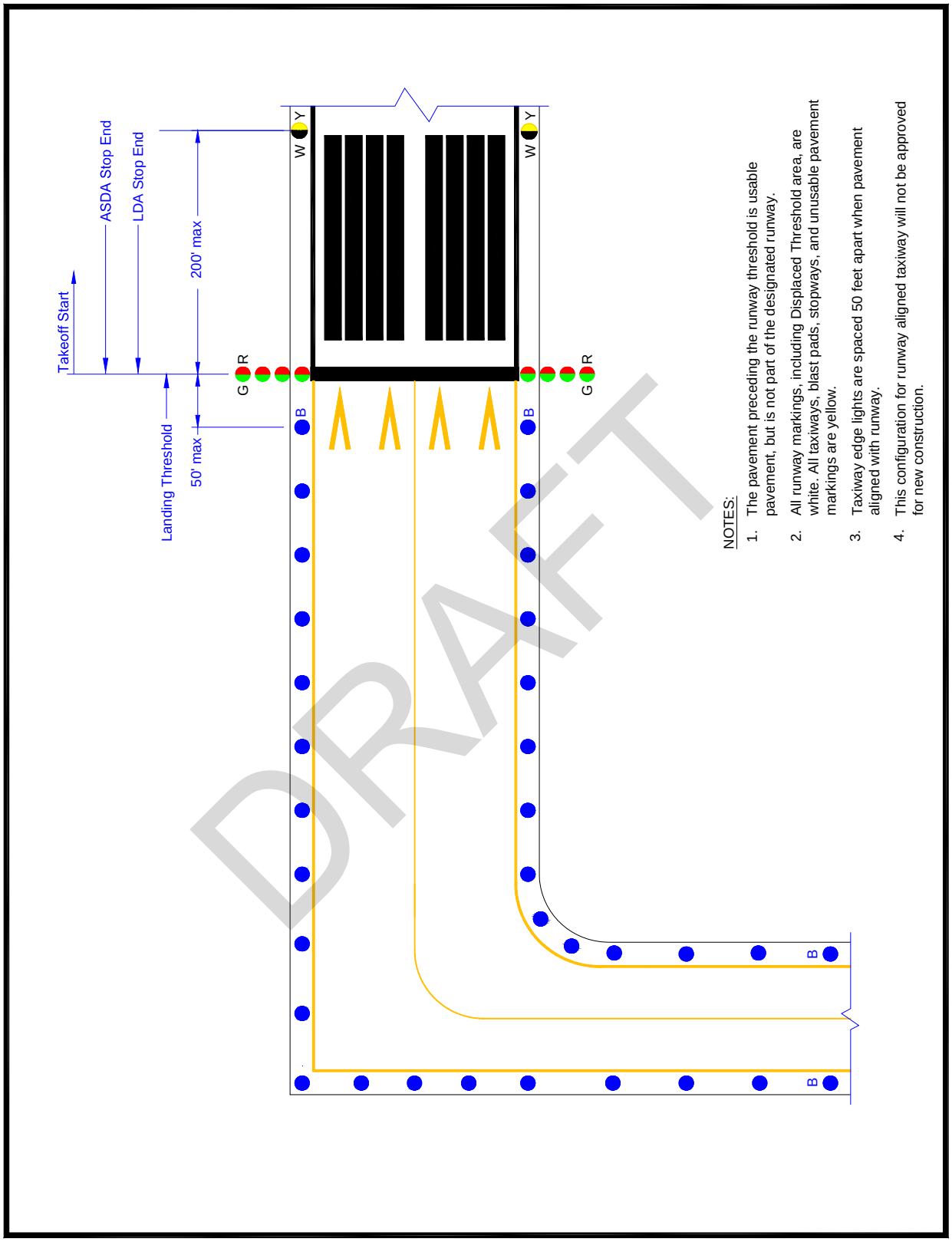


Figure 12. Lighting for Runway with Displaced Threshold & Stopway.



DRAFT

Figure 13. Runway with End Taxiway.

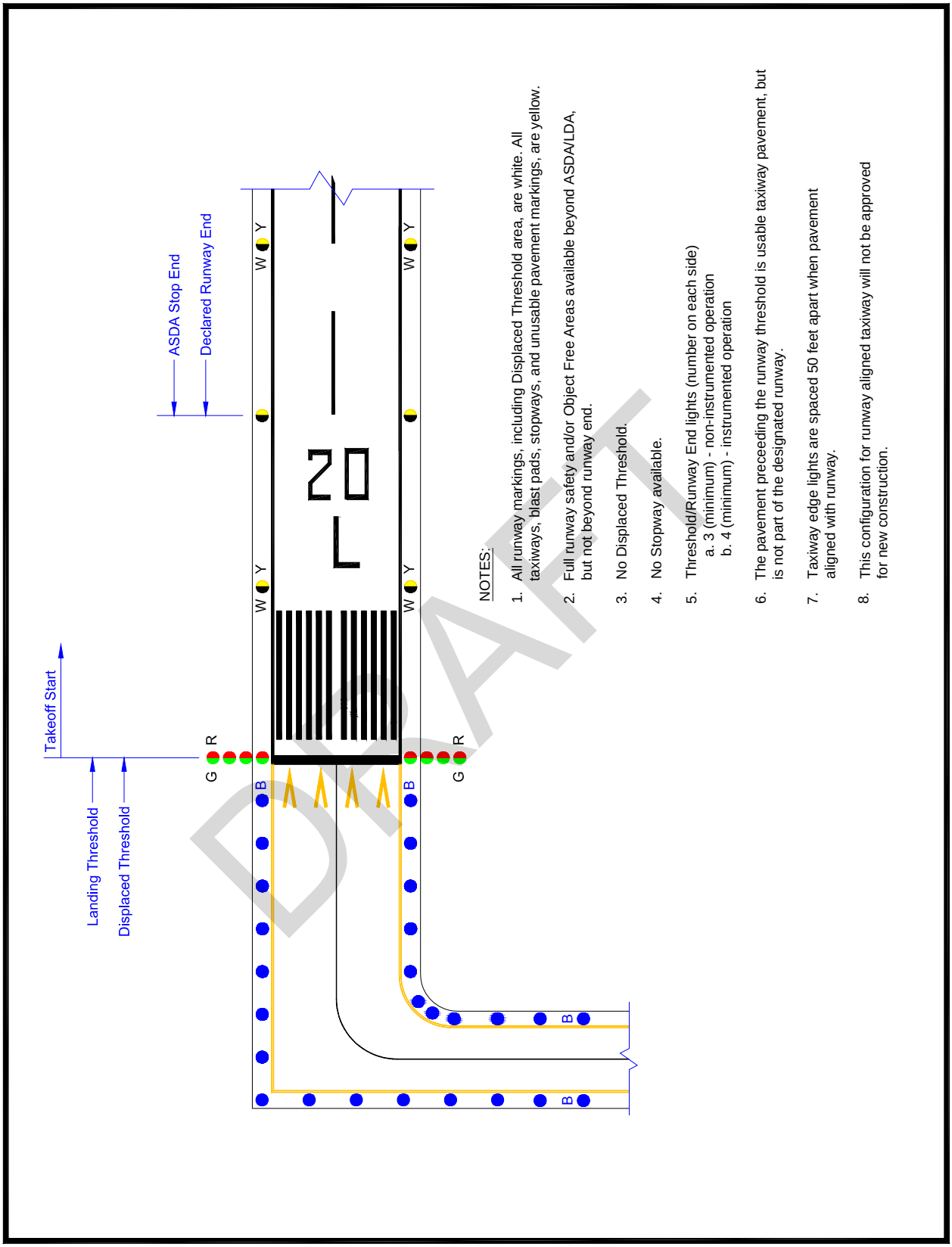
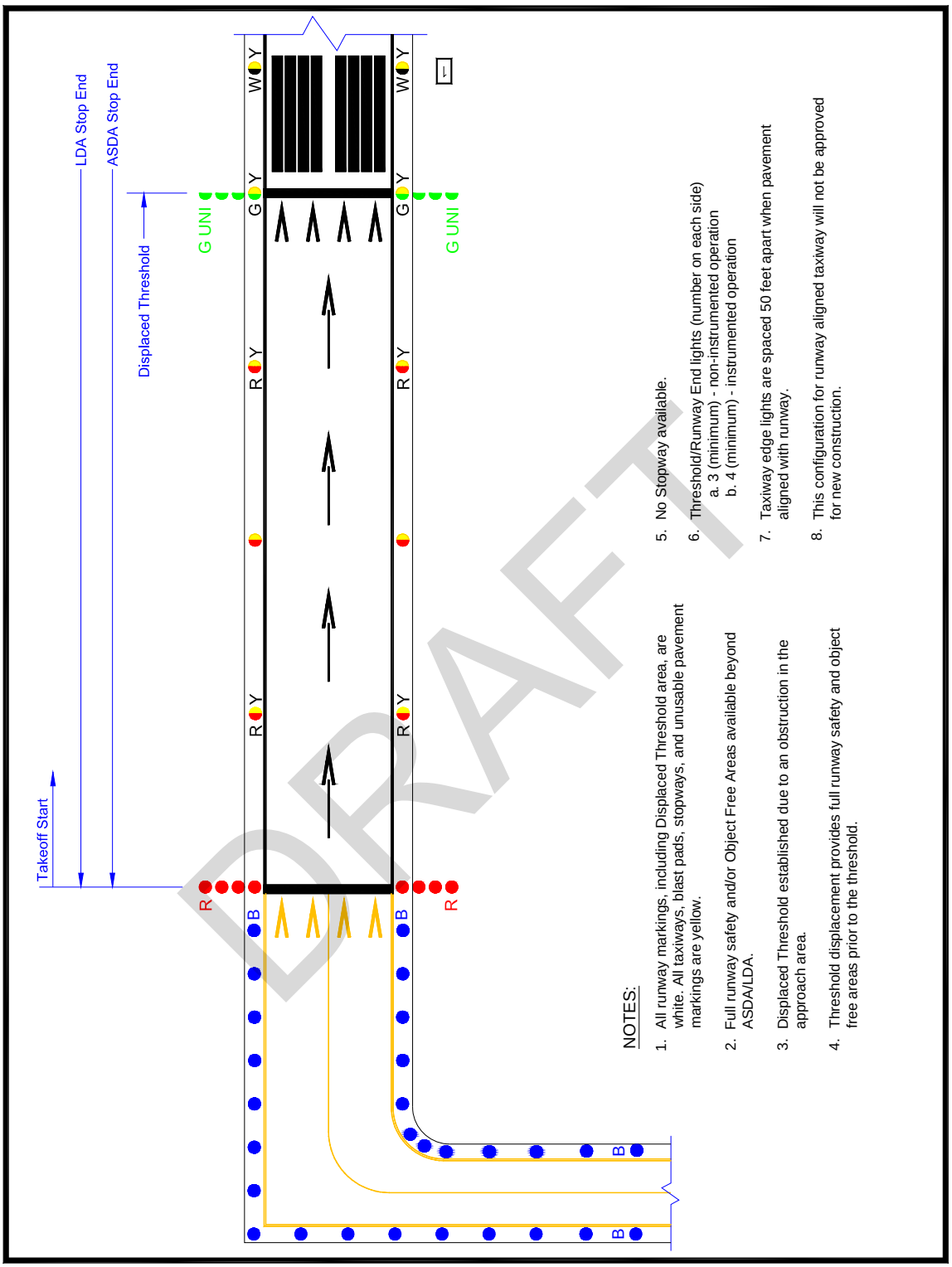


Figure 14. Lighting for Runway with End Taxiway and Shortened ASDA.



DRAFT

Figure 15. Lighting for Runway with End Taxiway and Displaced Threshold not Coinciding with Opposite Runway End.

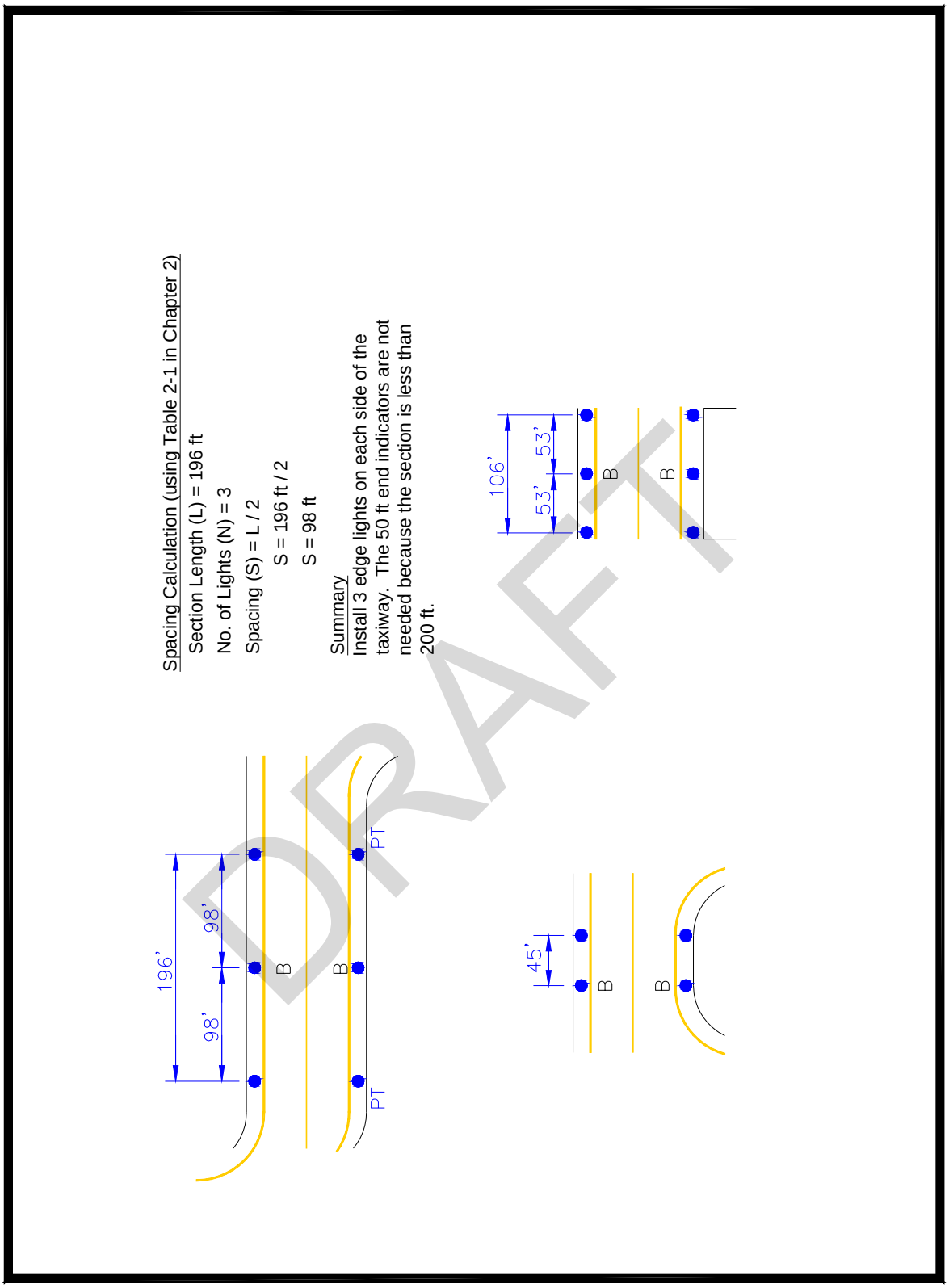
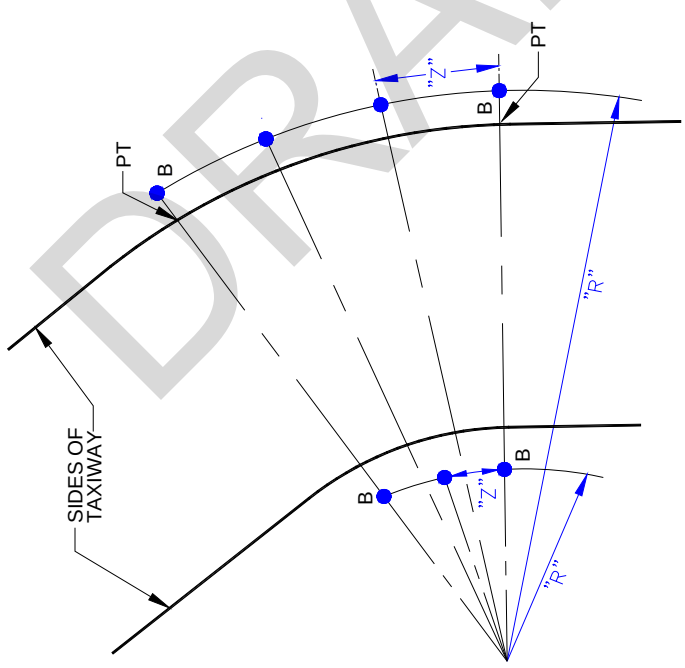


Figure 16. Typical Straight Taxiway Sections (Less Than 200 Feet (61 m)).



RADIUS "R" OF CURVE IN FEET	DIMENSION "Z" IN FEET	RADIUS "R" OF CURVE IN FEET	DIMENSION "Z" IN FEET
15	20	300	80
25	27	400	95
50	35	500	110
75	40	600	130
100	50	700	145
150	55	800	165
200	60	900	185
250	70	1000	200 MAX.

NOTES:

1. For radii not listed, determine "Z" spacing by linear interpolation.
2. "Z" is the arc length.
3. Uniformily space lights on curved edges. Do not exceed the values determined from the above table.
4. On curved edges in excess of 30 degrees arc, do not install less than three lights including those at the points of tangency (PT).

DRAFT

Figure 17. Spacing of Lights on Curved Taxiway Edges.

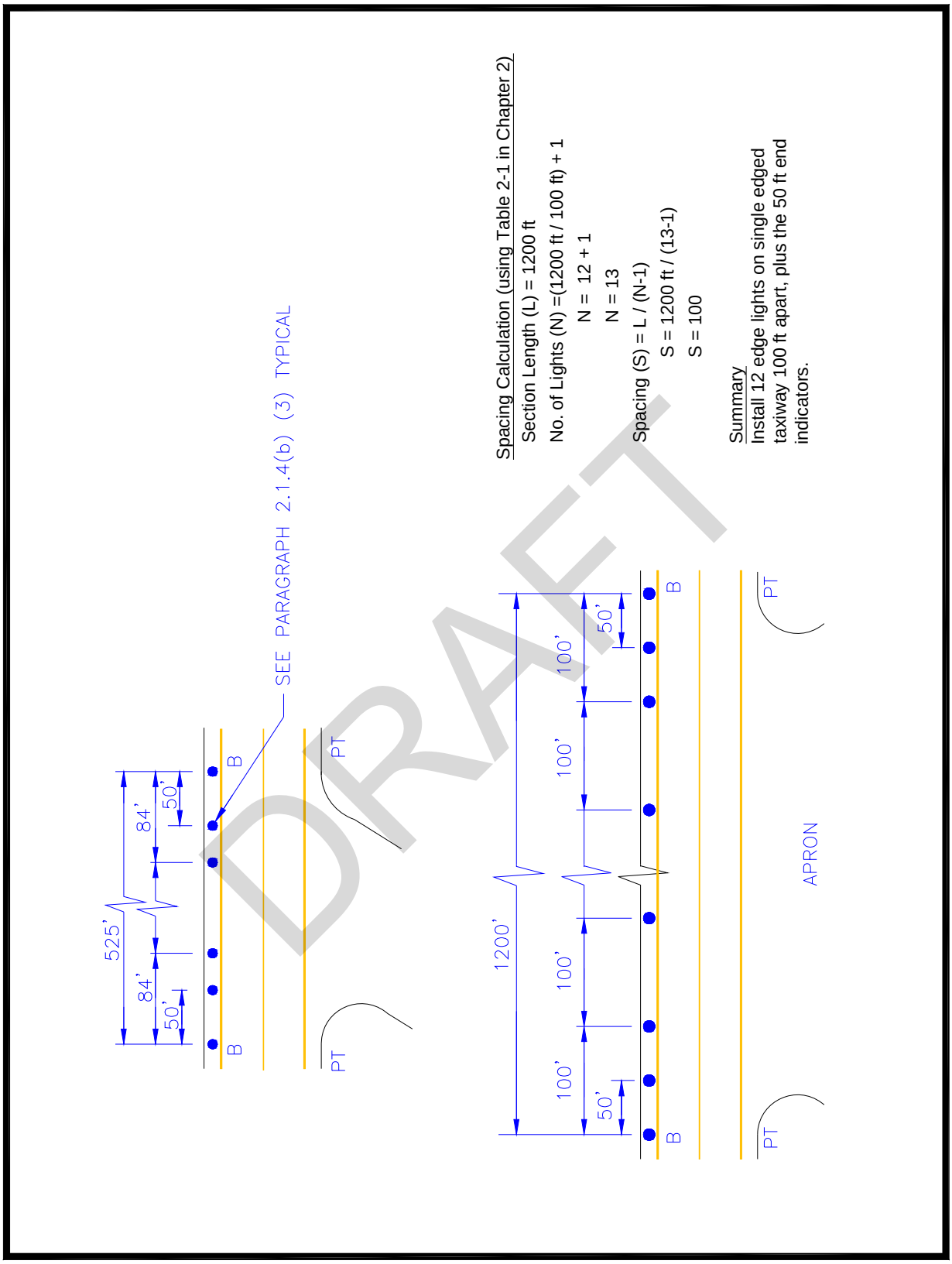
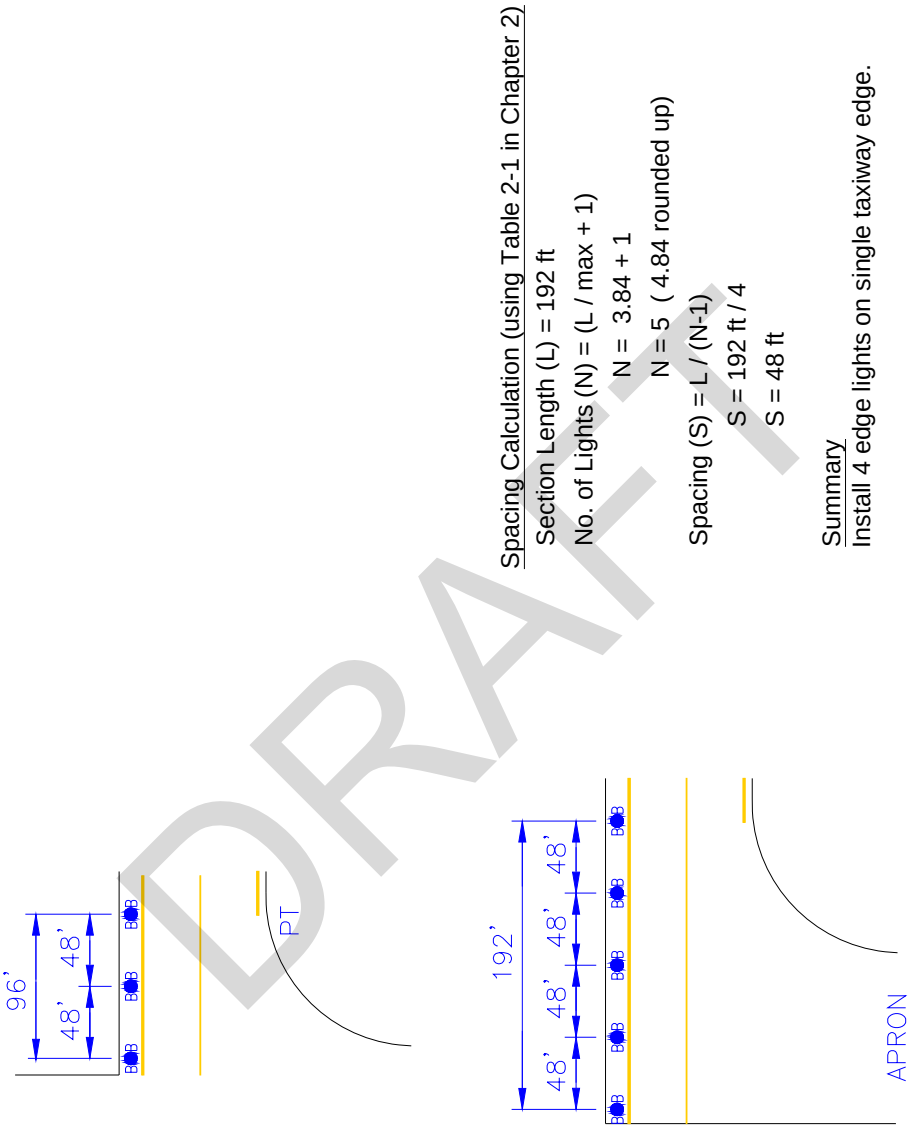


Figure 18. Typical Single Straight Taxiway Edges (More Than 200 Feet (61 m)).



Spacing Calculation (using Table 2-1 in Chapter 2)

Section Length (L) = 192 ft

No. of Lights (N) = (L / max + 1)

N = 3.84 + 1

N = 5 (4.84 rounded up)

Spacing (S) = L / (N-1)

S = 192 ft / 4

S = 48 ft

Summary

Install 4 edge lights on single taxiway edge.

DRAFT

Figure 19. Typical Single Straight Taxiway Edges (Less Than 200 Feet (61 m)).

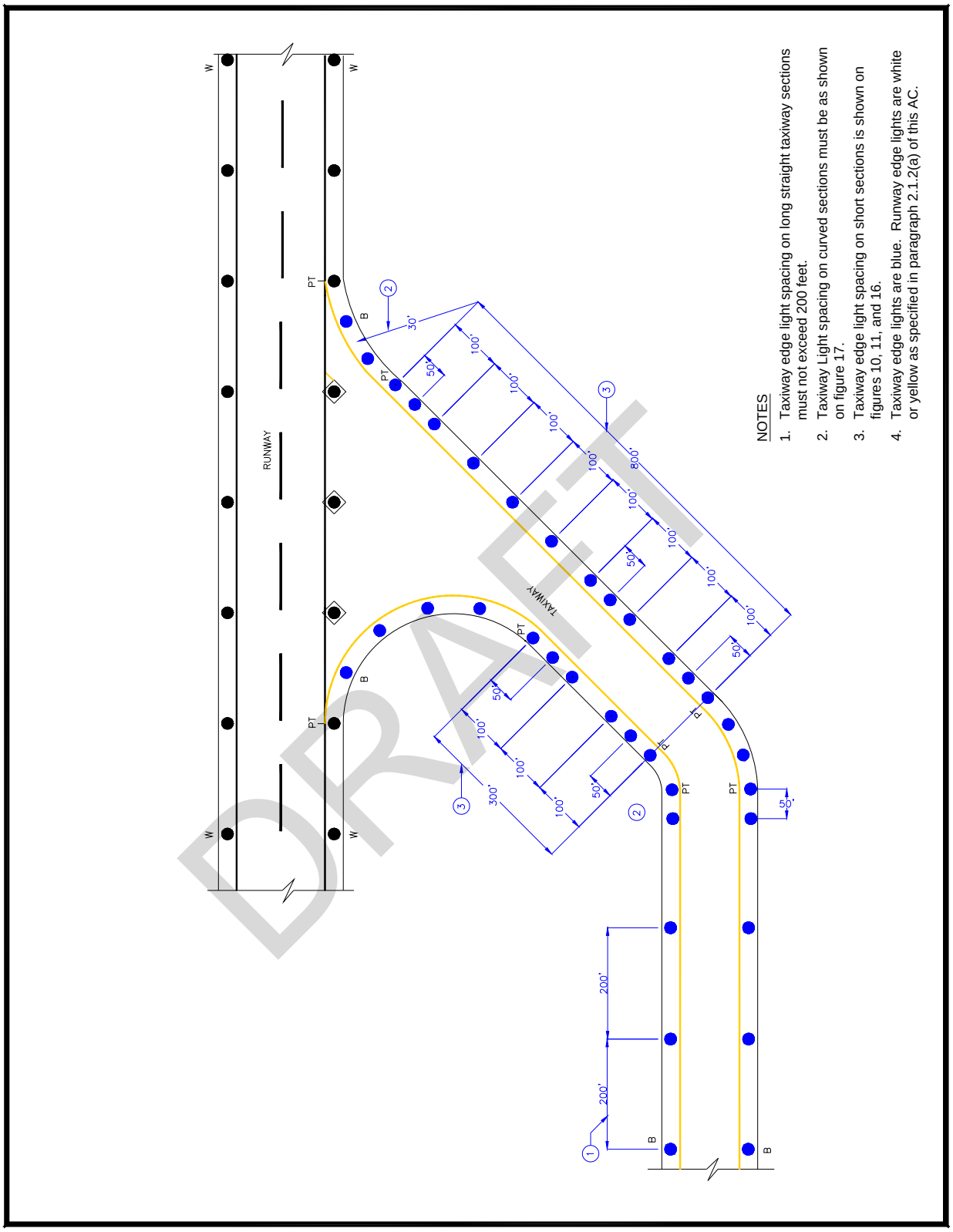
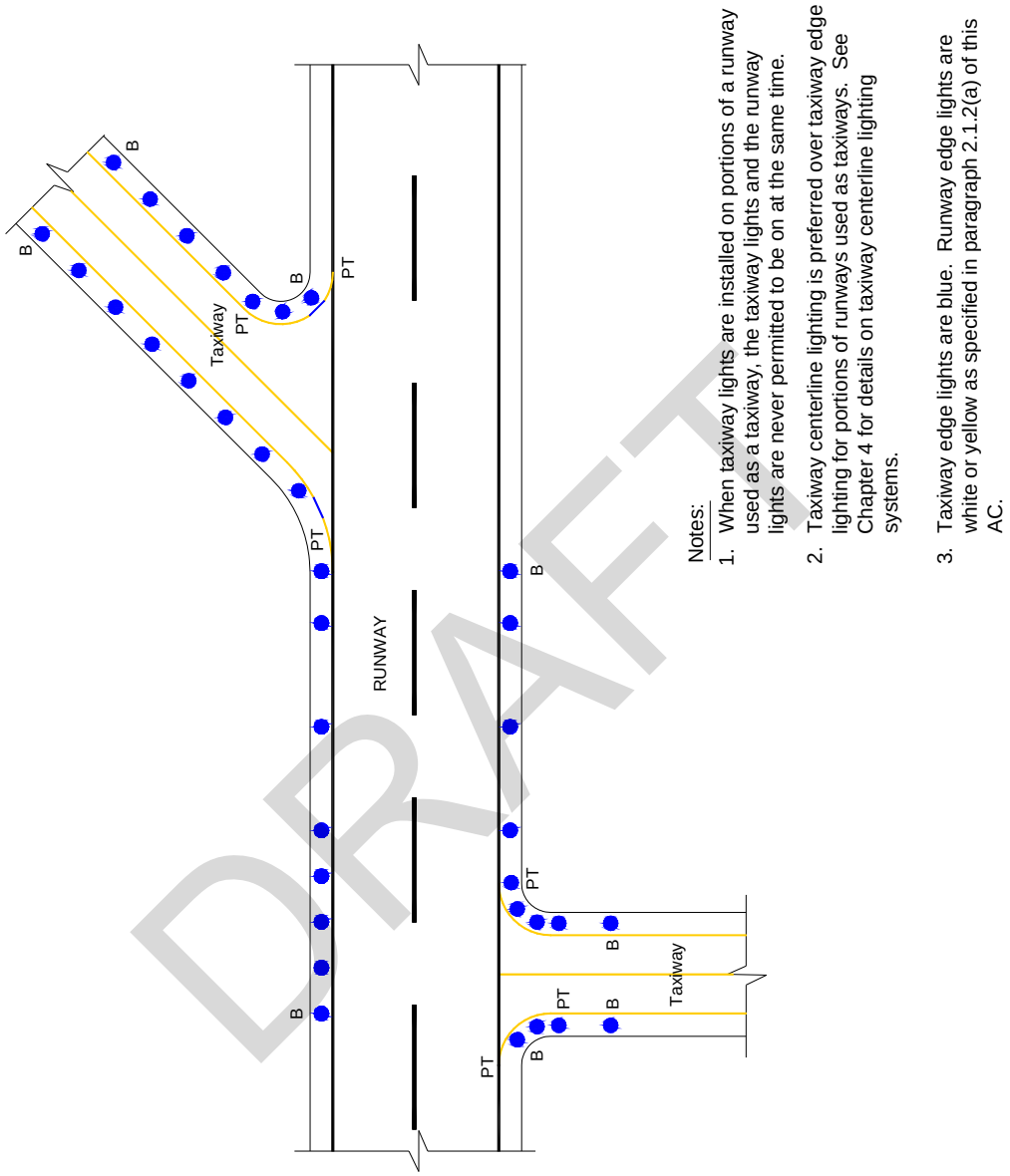
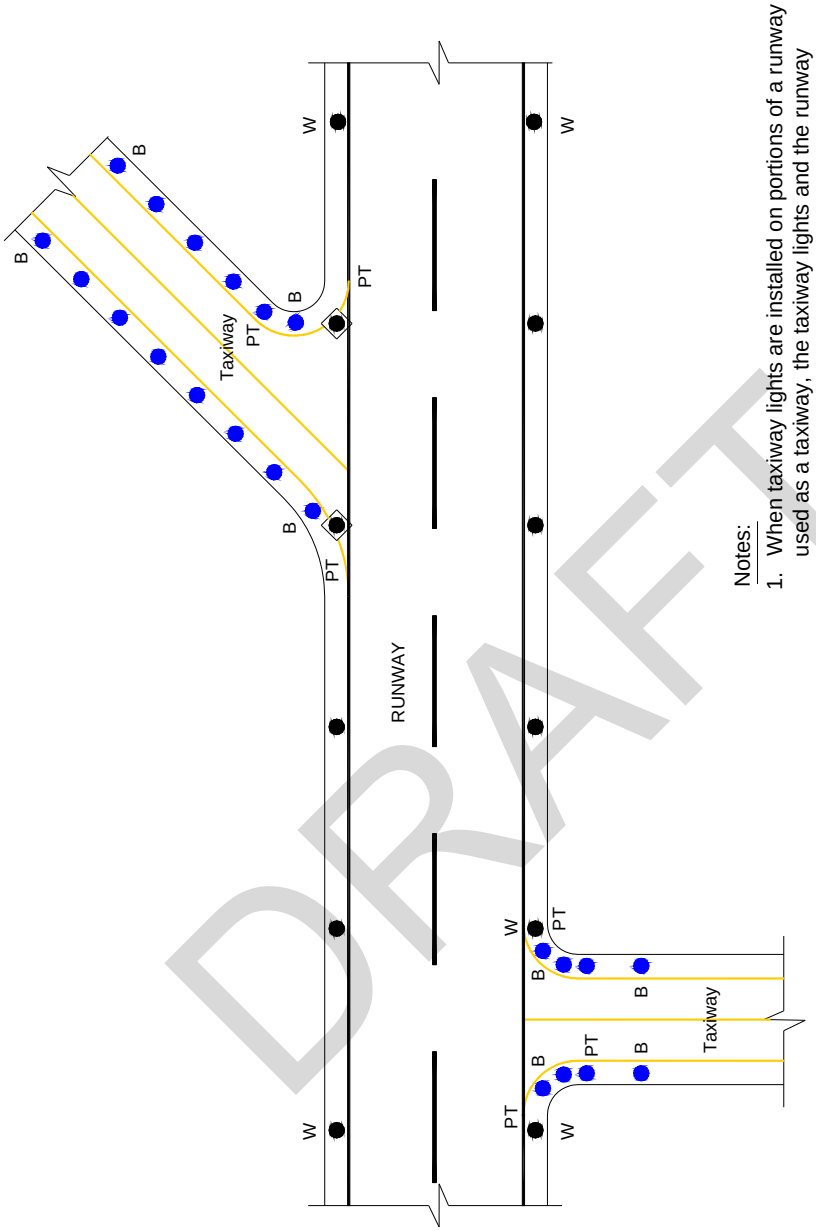


Figure 20. Typical Edge Lighting Configuration.



DRAFT

Figure 21. Typical Edge Lighting for Portions of Runways Used as Taxiway (When Taxiway Lights Are "On").



Notes:

1. When taxiway lights are installed on portions of a runway used as a taxiway, the taxiway lights and the runway lights are never permitted to be on at the same time.
2. Taxiway centerline lighting is preferred over taxiway edge lighting for portions of runways used as taxiways. See Chapter 4 for details on taxiway centerline lighting systems.
3. Taxiway edge lights are blue. Runway edge lights are white or yellow as specified in paragraph 2.2.a(1) of this AC.

DRAFT

Figure 22. Typical Edge Lighting for Portions of Runways Used as Taxiway (When Runway Lights Are "On").

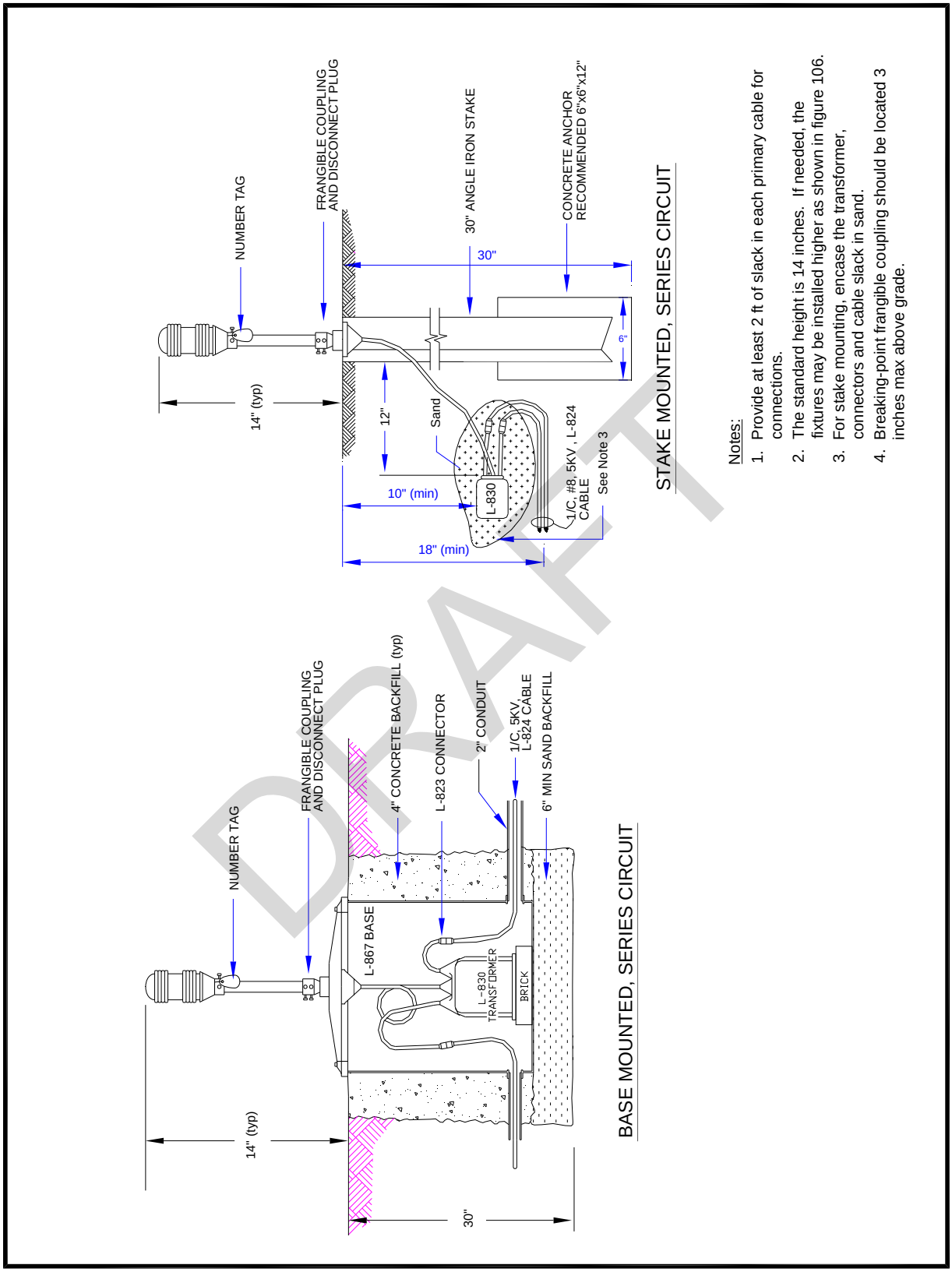


Figure 23. Light Fixture Wiring.

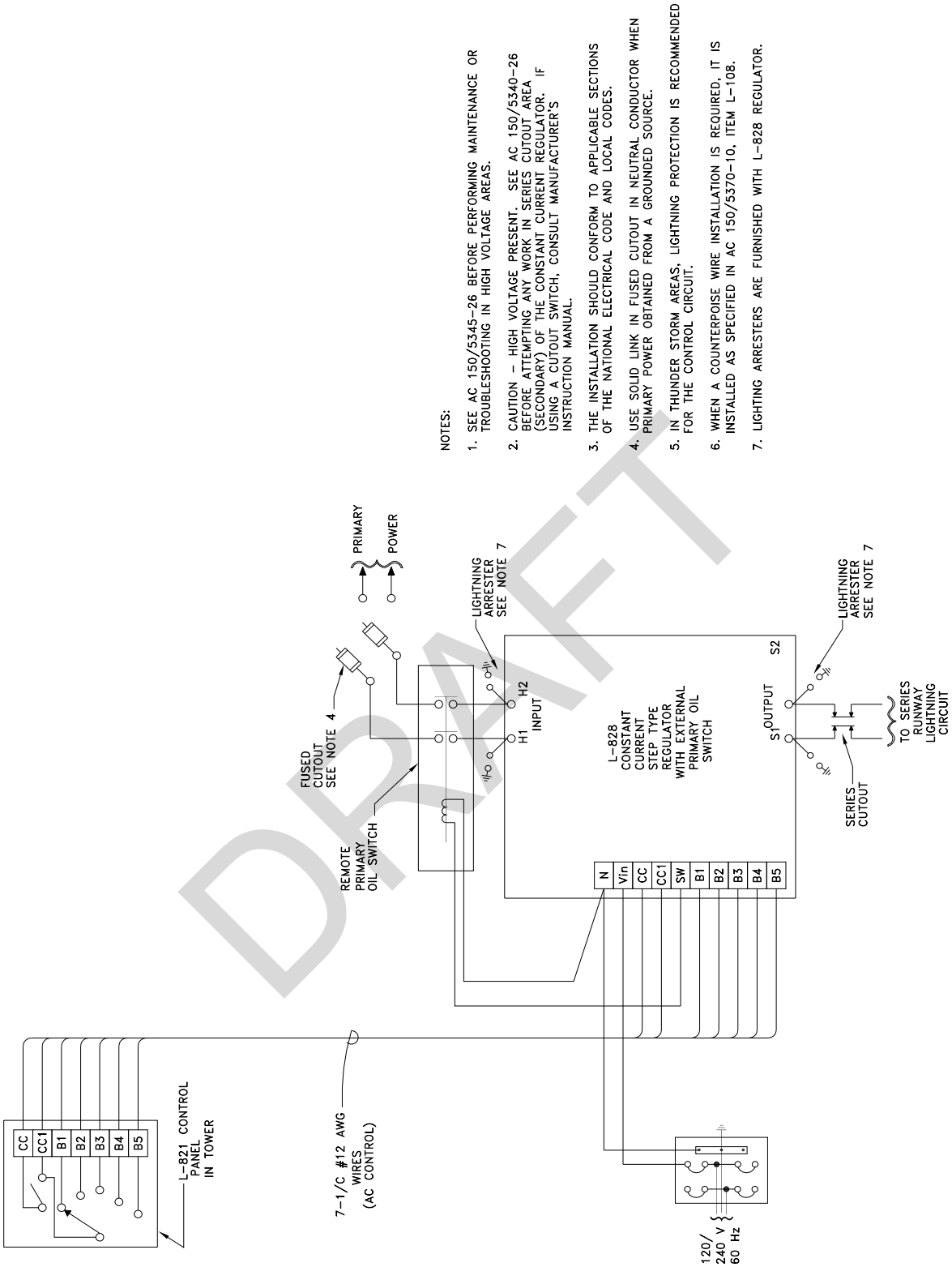
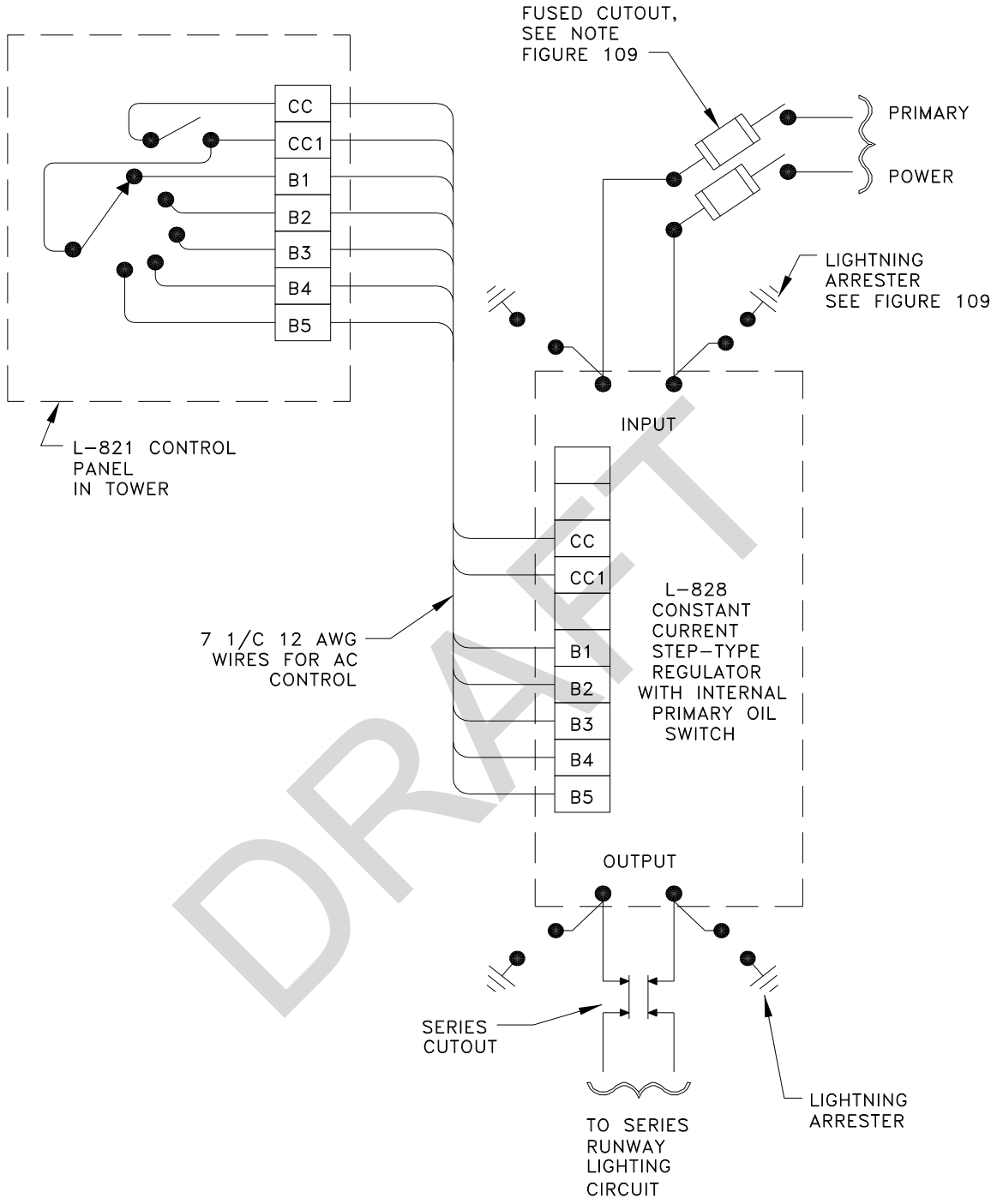


Figure 24. Typical Wiring Diagram Utilizing L-828 Step-type Regulator with External Remote Primary Oil Switch.

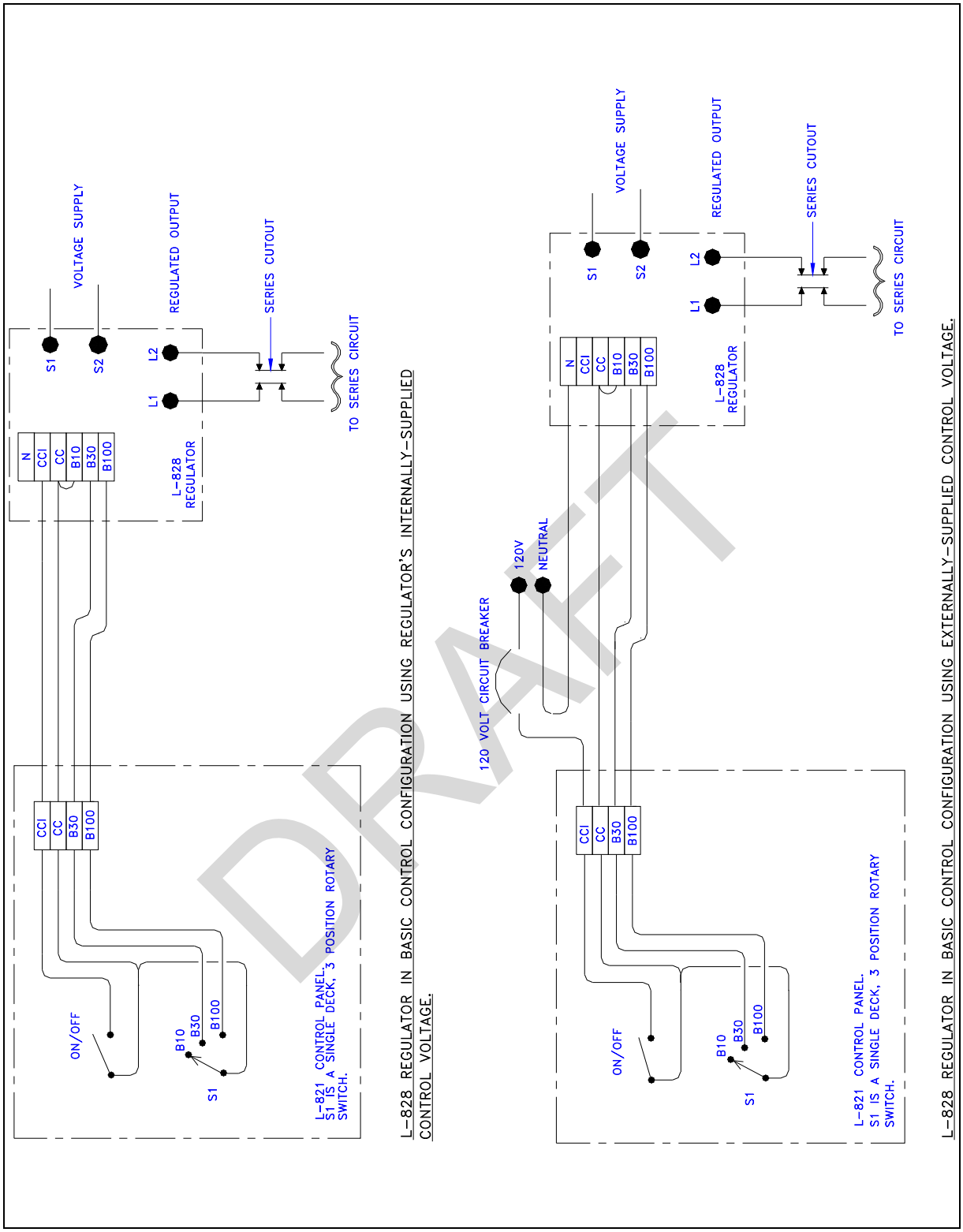
DRAFT



NOTE:

PERFORM ALL CONSTANT CURRENT REGULATOR MAINTENANCE, TROUBLESHOOTING, AND SAFETY TAG OUT PROCEDURES PER AC 150/5340-26.

Figure 25. Typical Wiring Diagram Utilizing L-828 Step-type Regulator with Internal Control Power and Primary Oil Switch.



DRAFT

Figure 26. Typical Basic 120 VAC Remote Control System.

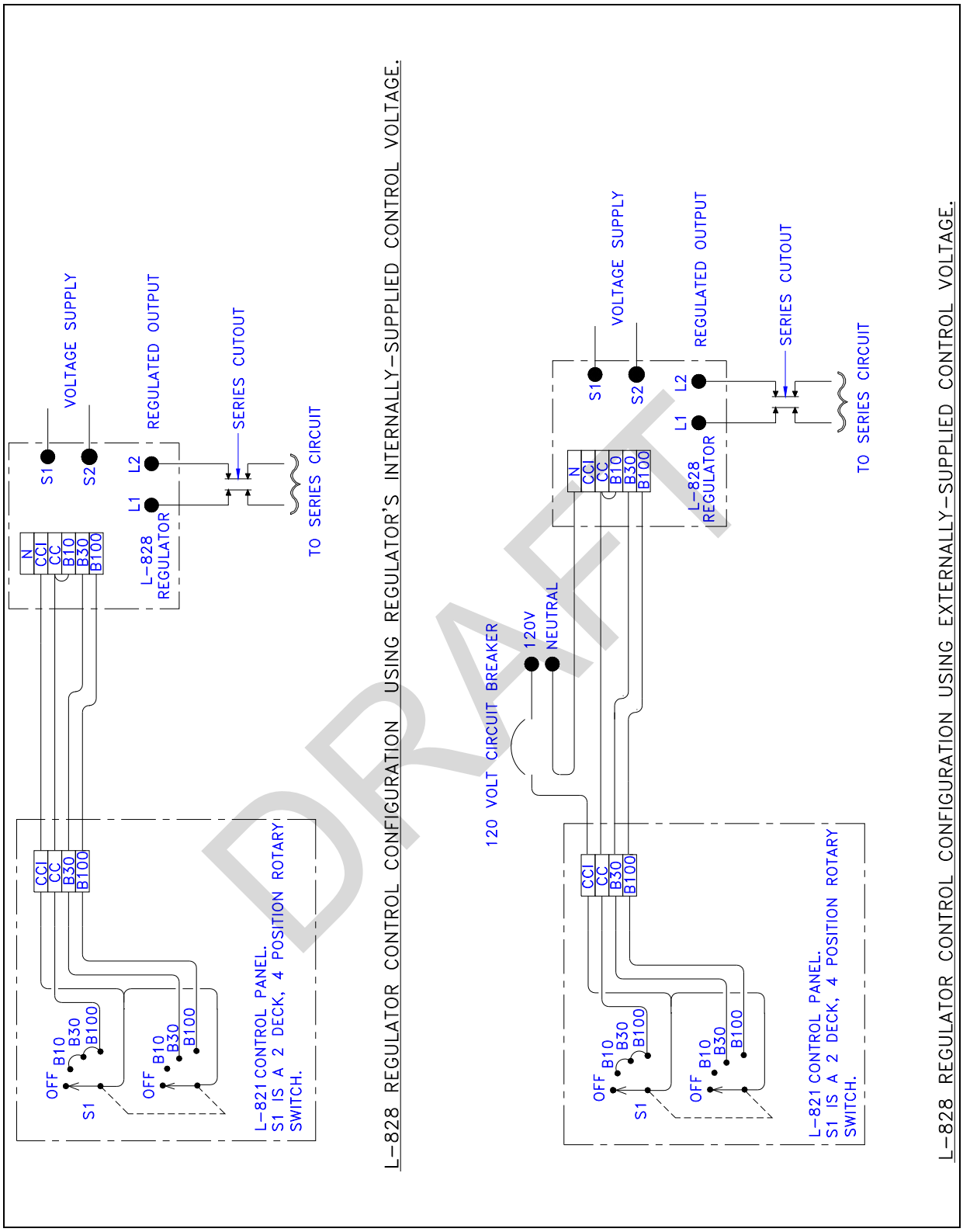
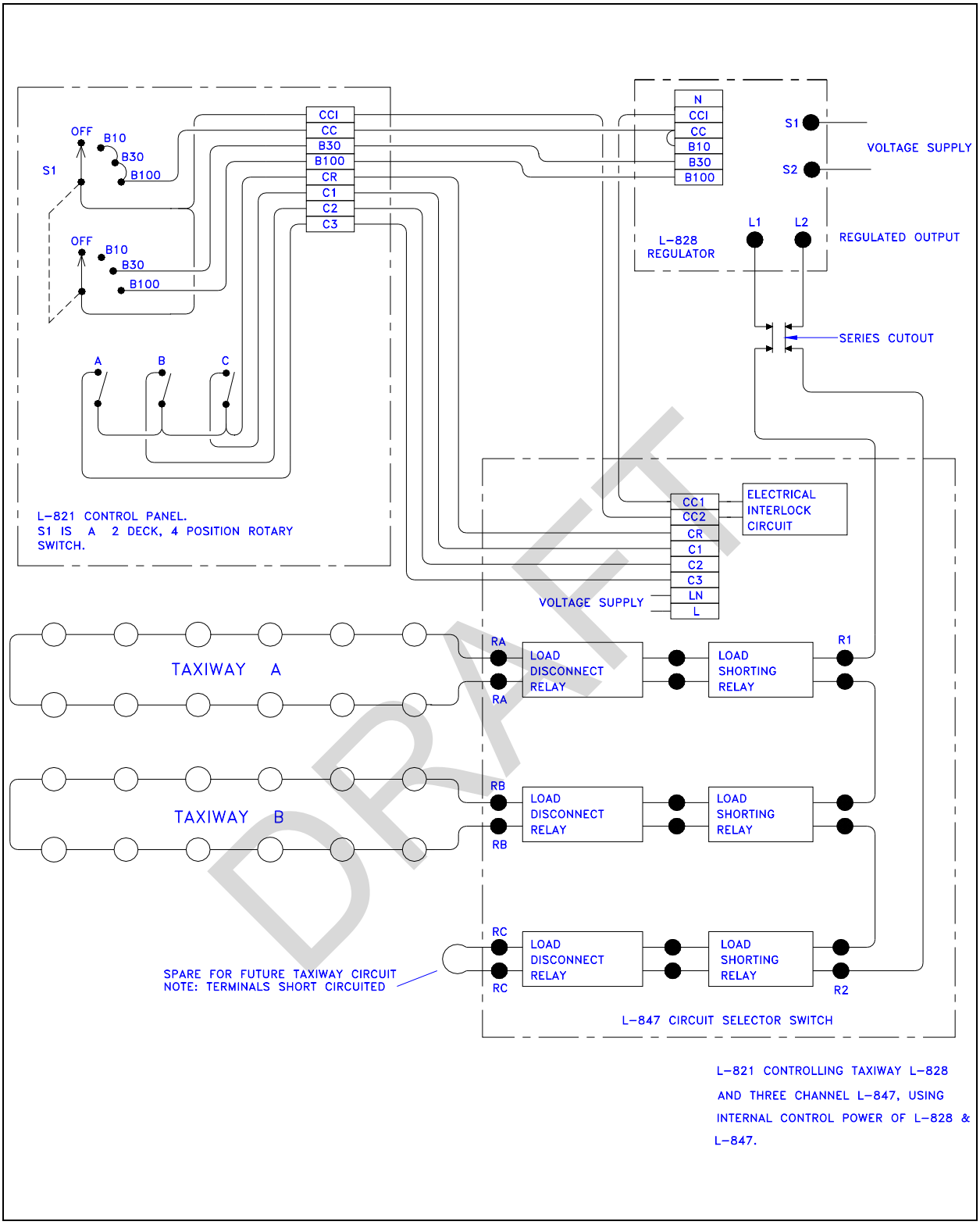
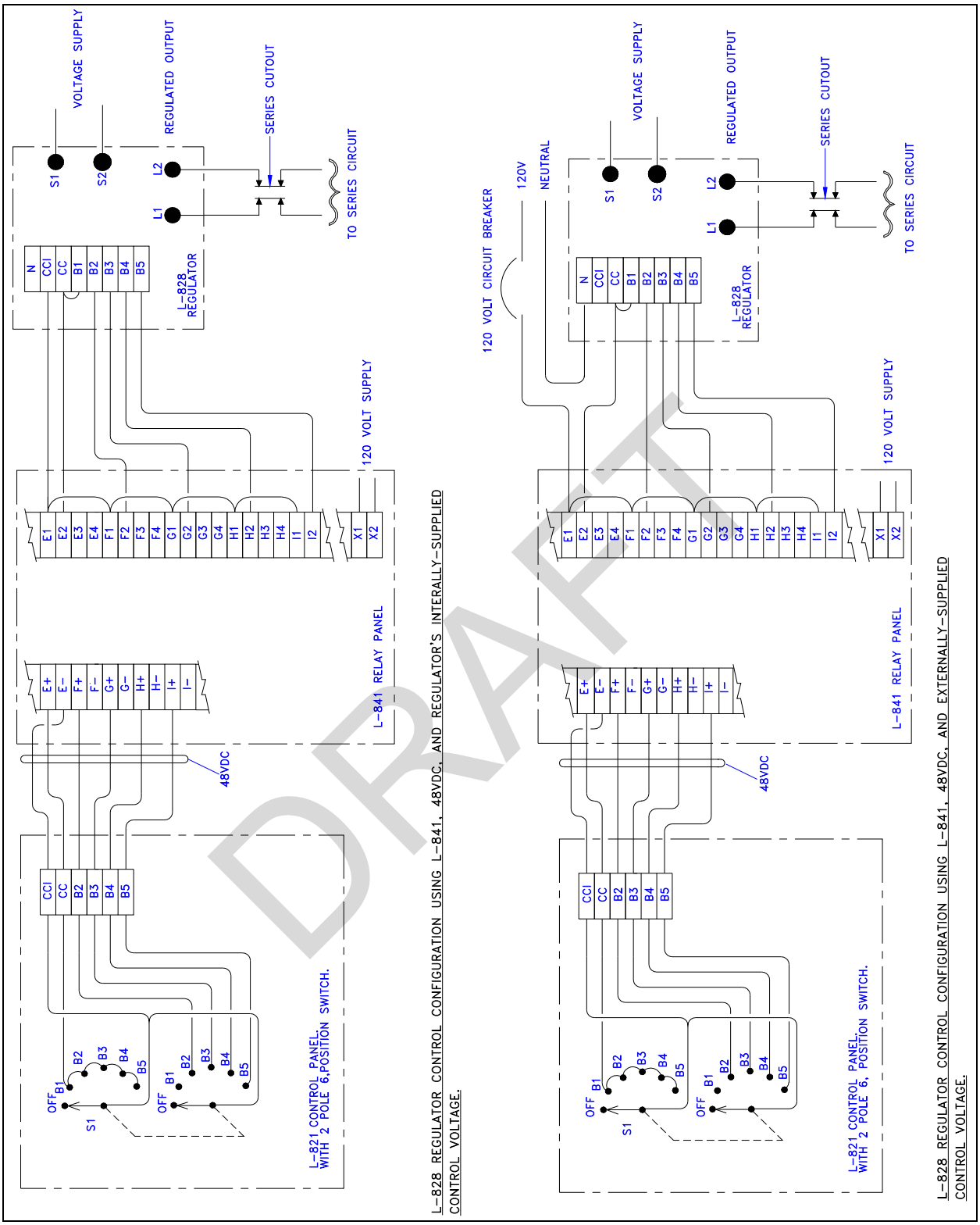


Figure 27. Alternative 120 VAC Remote Control System.



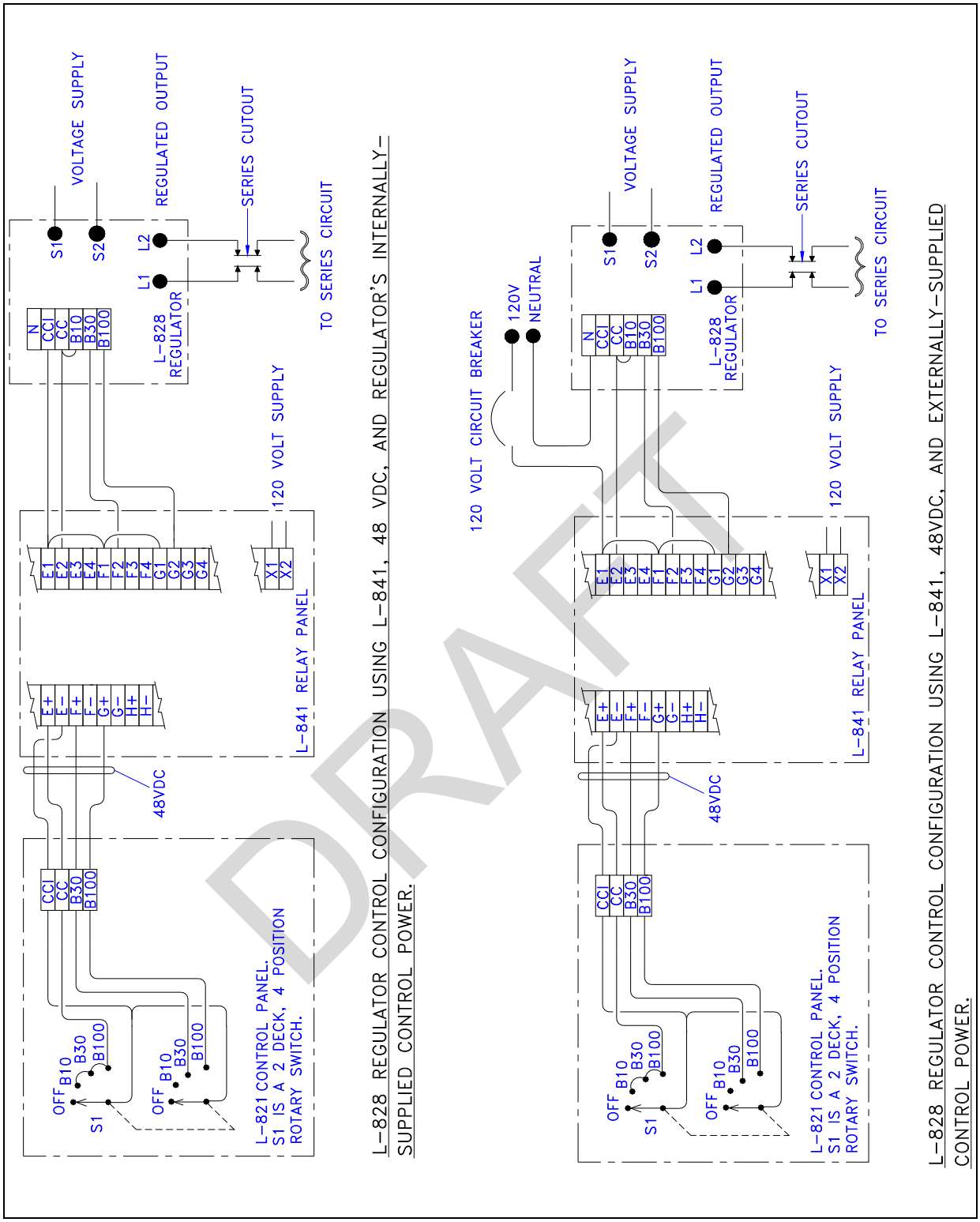
DRAFT

Figure 28. Typical 120 VAC Remote Control System with L-847 Circuit Selector Switch.



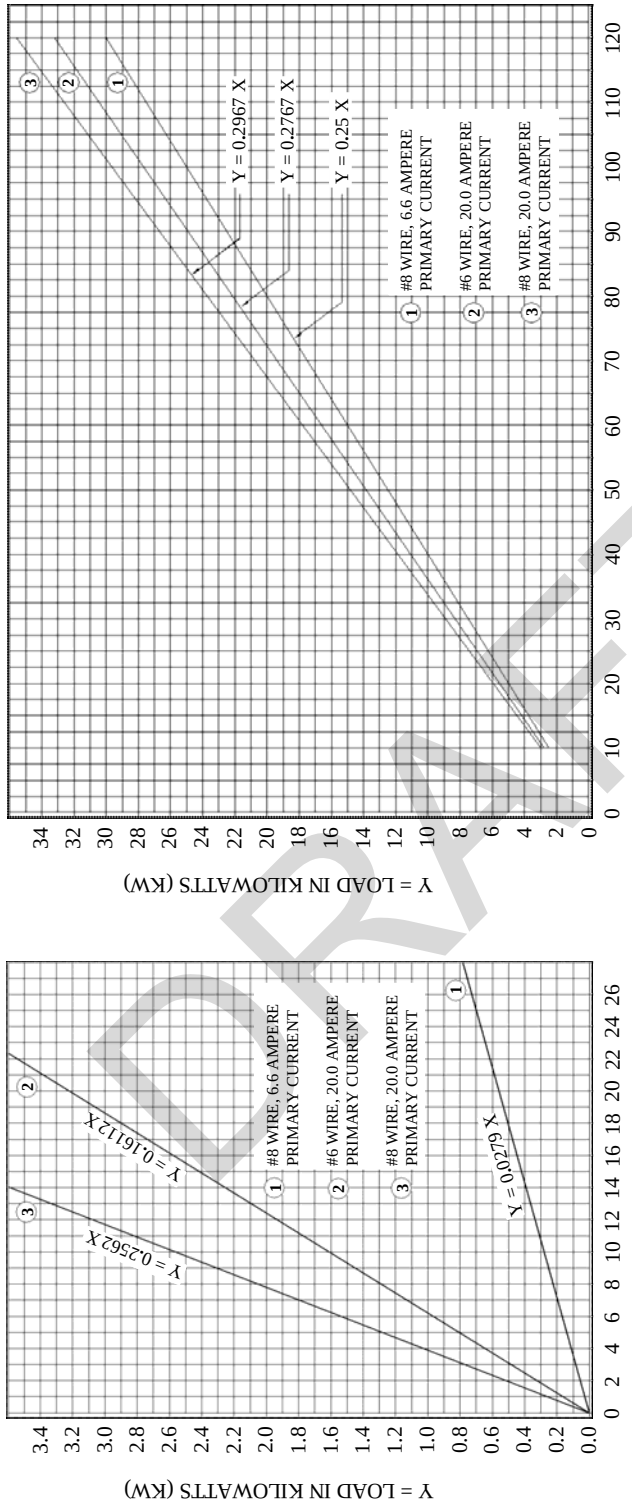
DRAFT

Figure 29. Typical 48 VDC Remote Control System with 5-Step Regulator and L-841 Relay Panel.



DRAFT

Figure 30. Typical 48 VDC Remote Control System with 3-Step Regulator and L-841 Relay Panel.



Using curves to determine total Kilowatt Load

Step 1

Find the length of the feeder cable:
= Runway/Taxiway Length x 2

Use Curve A to determine the KW needed for feeder cable.

Step 2

Use Curve B to determine KW needed for the number of fixtures in the circuit.

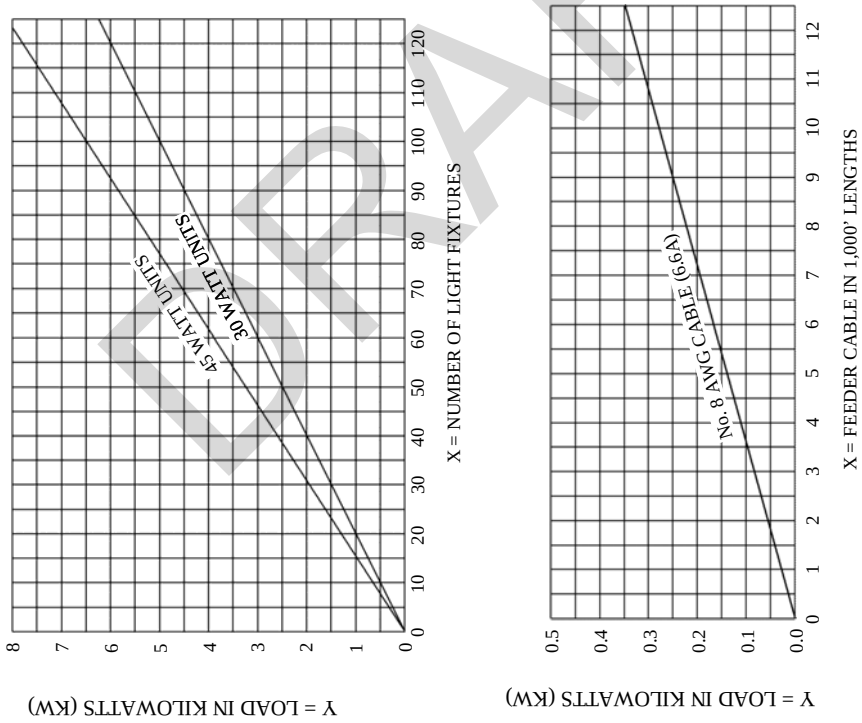
Step 3

Total KW load for the circuit equals the sum of the KW loads from step 1 (curve A) and step 2 (curve B).

Typical Guidance only. Consideration must be given for wattage of lamps.

DRAFT

Figure 31. Curves for Estimating Loads in High Intensity Series Circuits.



Using curves to determine total Kilowatt Load

1. Computations based on actual circuit load tests.
2. In Curve A find kilowatt load (KW) for the total number of fixtures, using the applicable lines (i.e. 45 watt or 30 watt).
3. Basis for computing unit loads in Curve A:

30/45 watt transformer with 45 watt lamp	54.7 watts
Cable loss, lamp tolerance, etc.	10.3 watts
Total estimated load per 45 watt unit	65.0 watts
30/45 watt transformer with 30 watt lamp	40.4 watts
Cable loss, lamp tolerance, etc.	9.6 watts
Total estimated load per 30 watt unit	50.0 watts

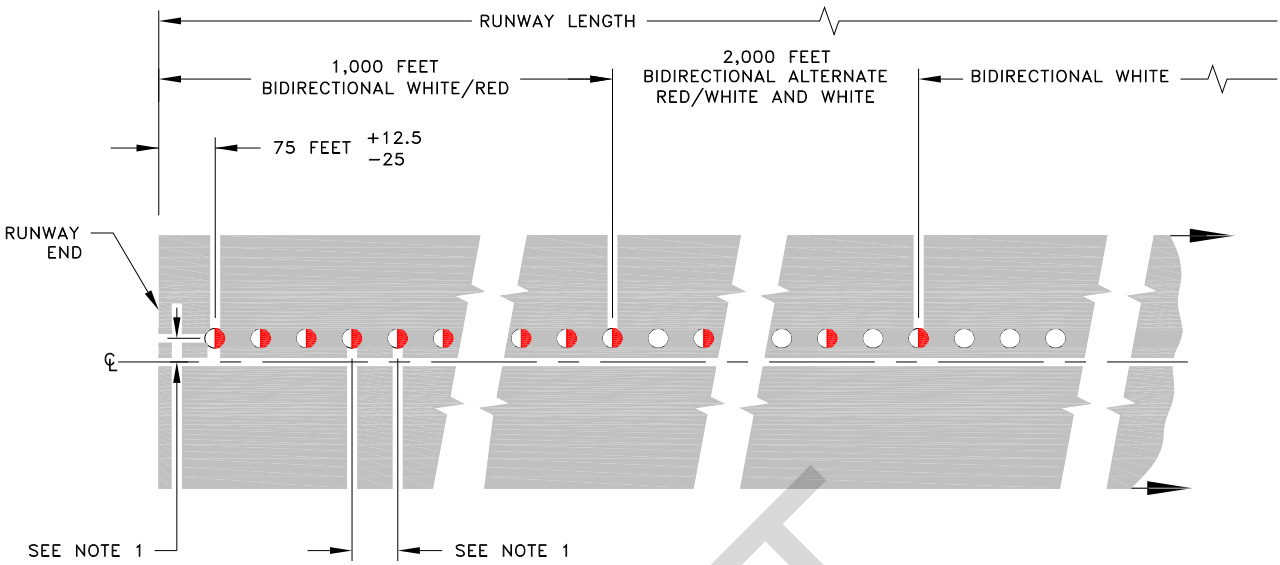
4. Basis for computing load per 1000 ft of No. 8 AWG cable in Curve B:

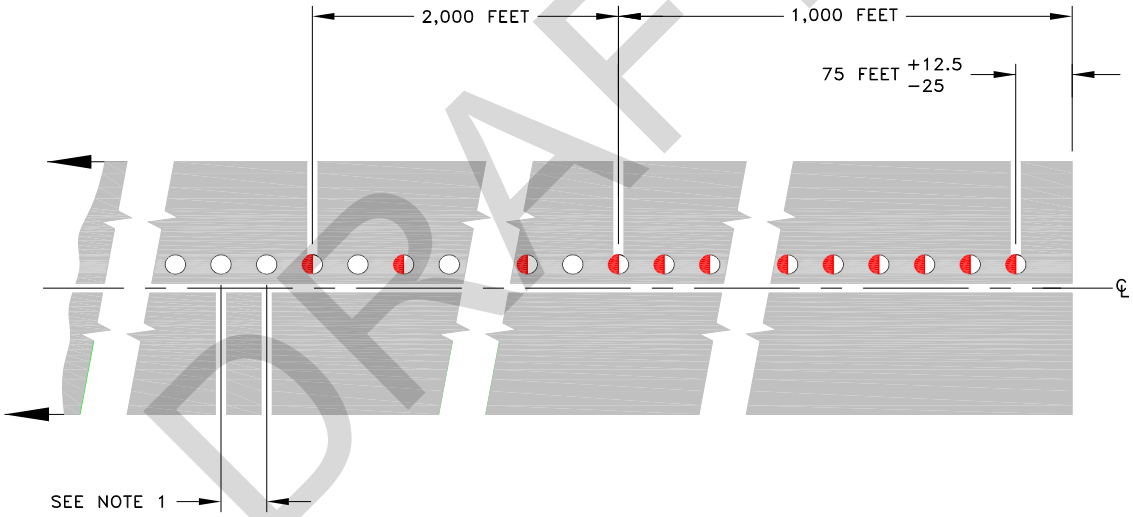
   $I^2R = (6.6A)^2 \times 0.6405$ ohms/1,000 ft = 27.9 watts/1000 ft

5. Total KW load per circuit equal the sum of the KW loads from curve A and curve B.

DRAFT

Figure 32. Curves for Estimating Loads in Medium Intensity Series Circuits.





DRAFT

NOTE:

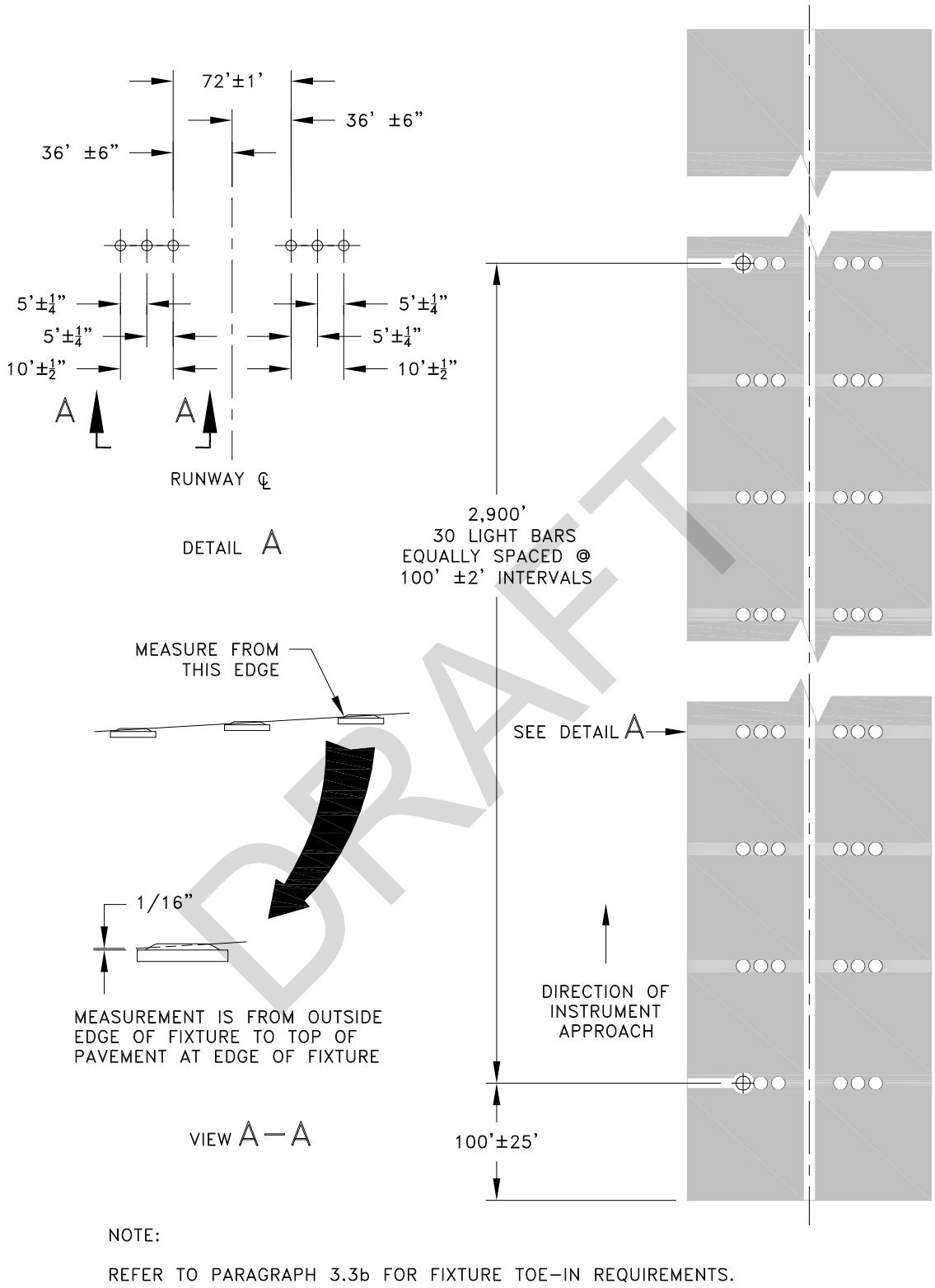
1. REFER TO PARAGRAPH 3.3a1 FOR RUNWAY CENTERLINE LIGHT FIXTURES PLACEMENT AND TOLERANCES.

LEGEND:

○ BIDIRECTIONAL RCL – WHITE BOTH DIRECTIONS

◐ BIDIRECTIONAL RCL – RED IN DIRECTION OF SHADED SIDE
WHITE IN DIRECTION OF WHITE SIDE

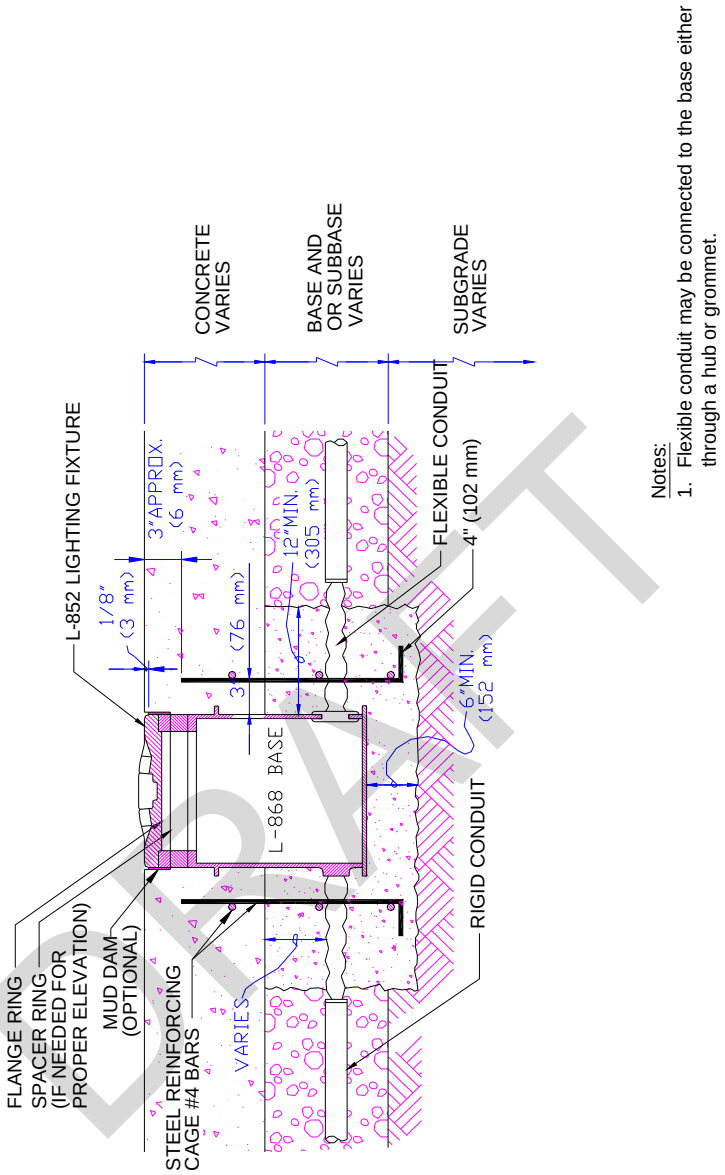
Figure 33. Runway Centerline Lighting Layout.



NOTE:

REFER TO PARAGRAPH 3.3b FOR FIXTURE TOE-IN REQUIREMENTS.

Figure 34. Touchdown Zone Lighting Layout.



Notes:
1. Flexible conduit may be connected to the base either through a hub or grommet.

DRAFT

Figure 35. Section Through Non-adjustable Base and Anchor, Base and Conduit System, Rigid Pavement.

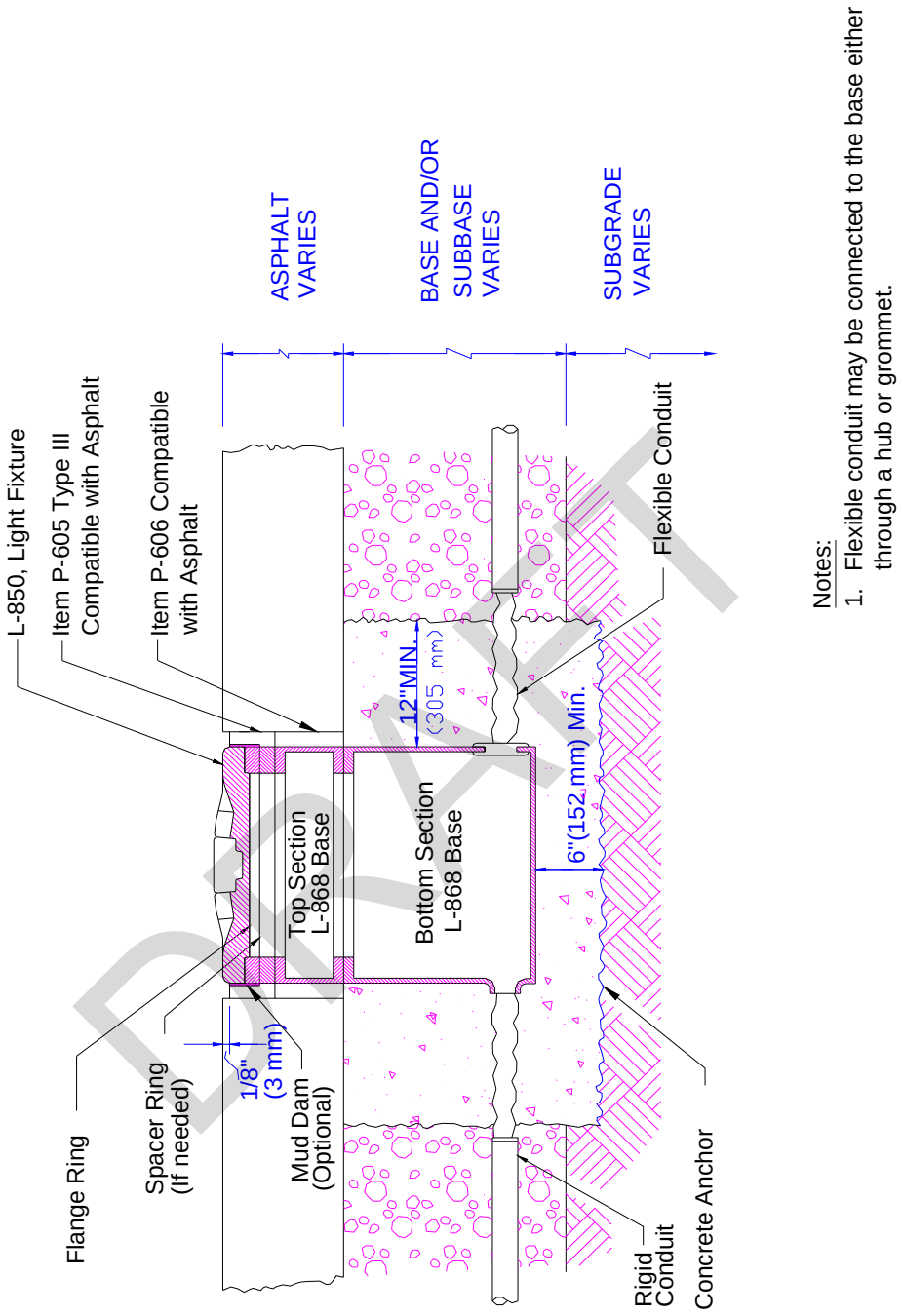


Figure 36. Section Through Non-adjustable Base and Anchor, Base and Conduit System, Flexible Pavement.

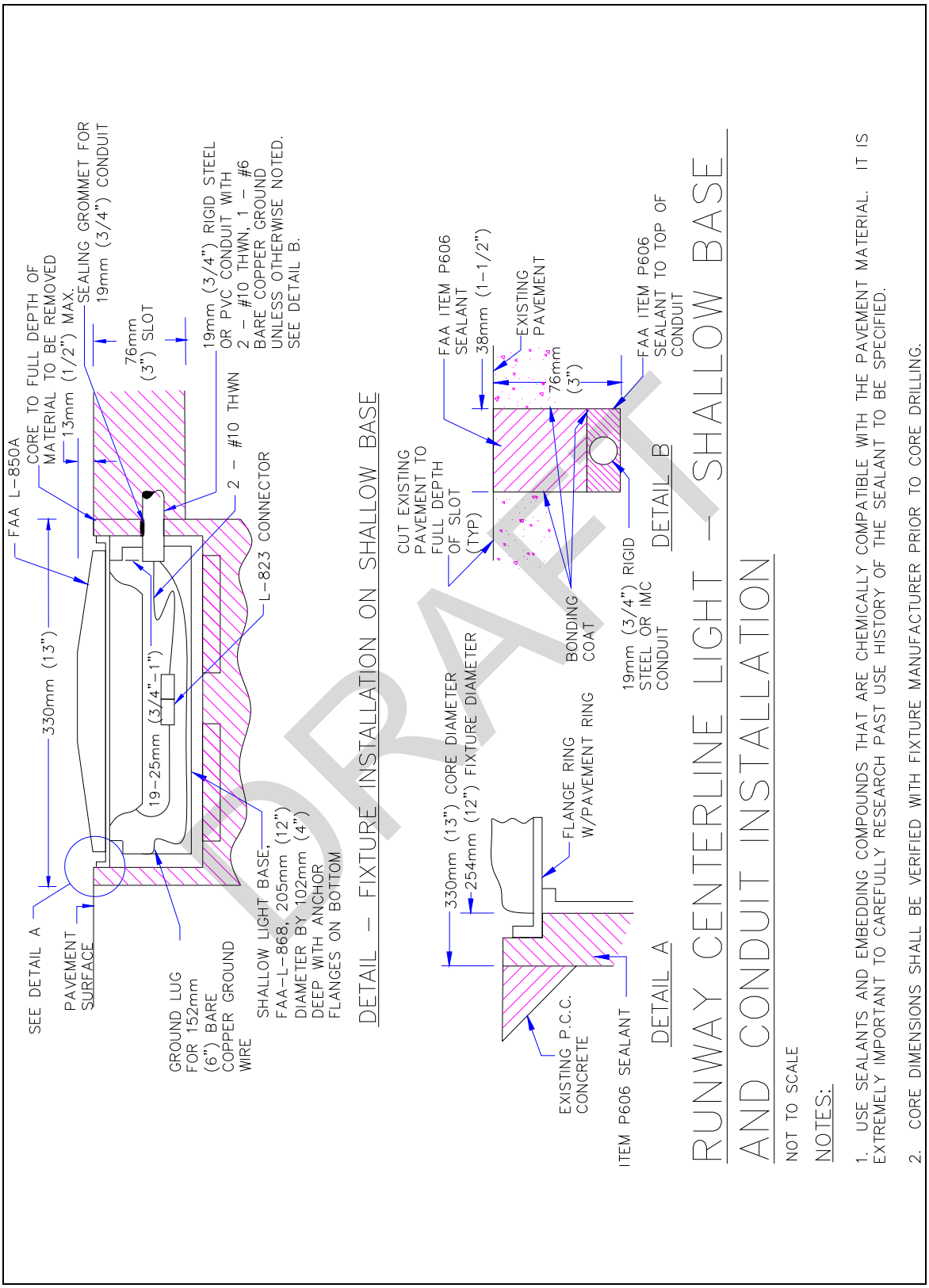
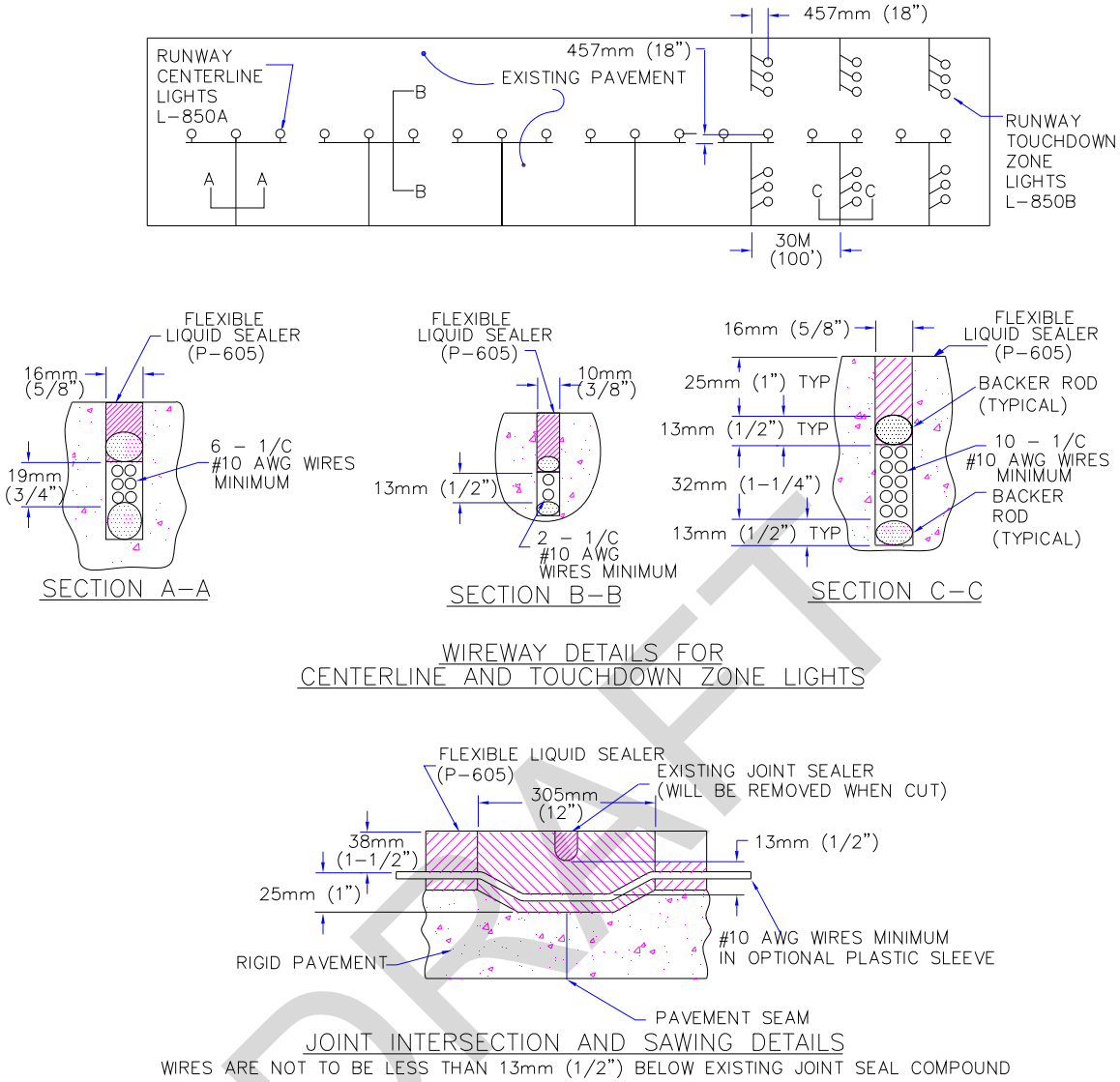


Figure 37. Runway Centerline Light – Shallow Base & Conduit Installation.



DRAFT

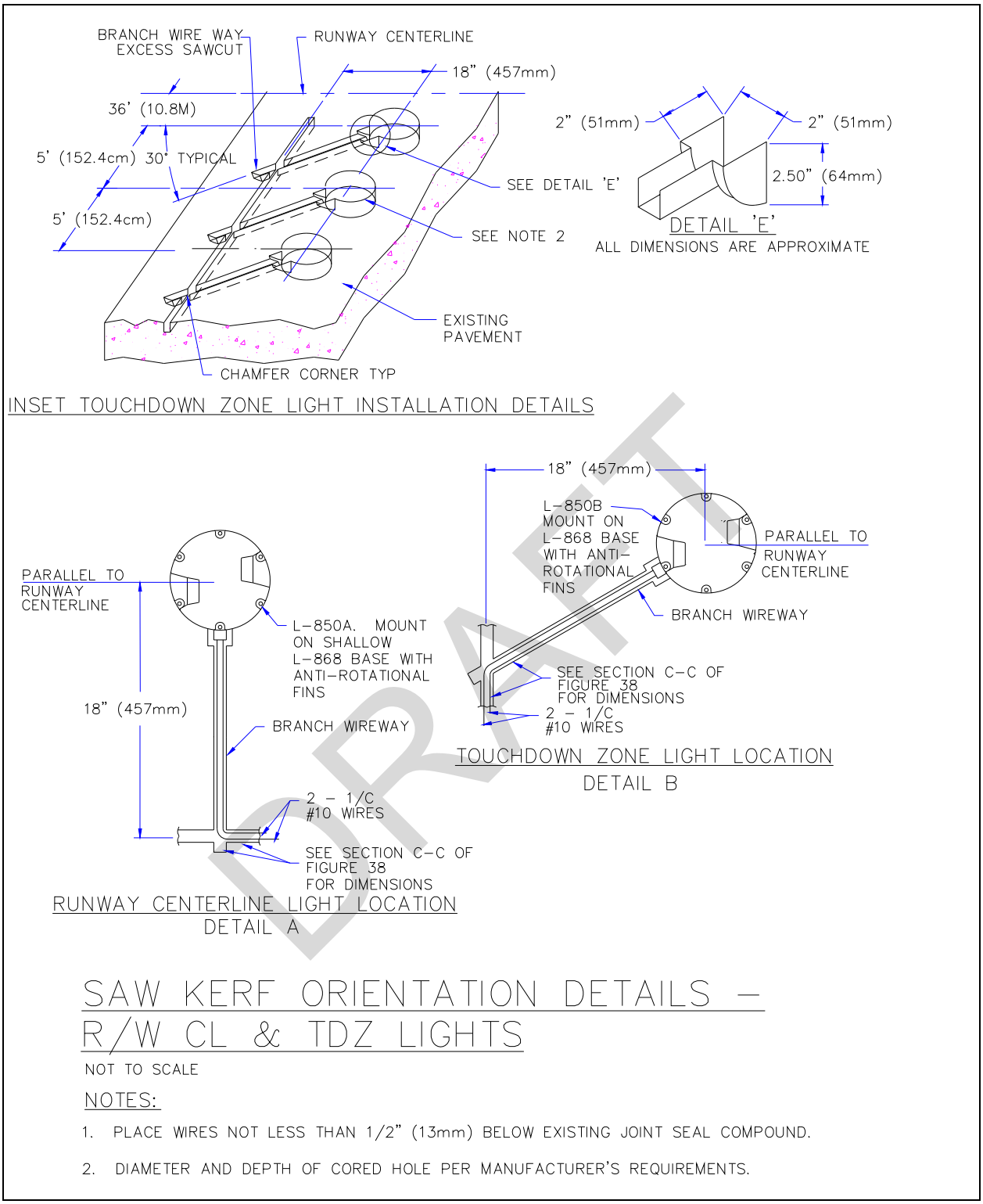
SAW KERF WIREWAY DETAILS: R/W CENTERLINE & TDZ LIGHTS

NOT TO SCALE

NOTES:

1. DIAMETER OF BACKER ROD SHALL BE 6mm (1/4") LARGER THAN WIDTH OF SAW KERF.
2. IN EXISTING PAVEMENT, THE EASIEST METHOD OF INSTALLING IN-PAVEMENT LIGHTING IS TO CORE A HOLE FOR THE FIXTURE AND MAKE A SAW KERF FOR THE WIREWAYS. PRIMARY CABLES AND TRANSFORMERS IN THIS CASE ARE LOCATED AT THE EDGE OF THE RUNWAY.
3. TO ASSURE A SUCCESSFULL INSTALLATION, CARE MUST BE TAKEN TO SEE THAT ALL SURFACES ARE SAND BLASTED AND DRIED BEFORE THE SEALER IS APPLIED.
4. USE SEALANTS THAT ARE CHEMICALLY COMPATIBLE WITH THE PAVEMENT MATERIAL. IT IS EXTREMELY IMPORTANT TO CAREFULLY RESEARCH PAST USE HISTORY OF THE SEALANT TO BE SPECIFIED.

Figure 38. Saw Kerf Wireway Details.



SAW KERF ORIENTATION DETAILS – R/W CL & TDZ LIGHTS

NOT TO SCALE

NOTES:

1. PLACE WIRES NOT LESS THAN 1/2" (13mm) BELOW EXISTING JOINT SEAL COMPOUND.
2. DIAMETER AND DEPTH OF CORED HOLE PER MANUFACTURER'S REQUIREMENTS.

Figure 39. Saw Kerf Orientation Details – R/W Centerline and TDZ Lights.

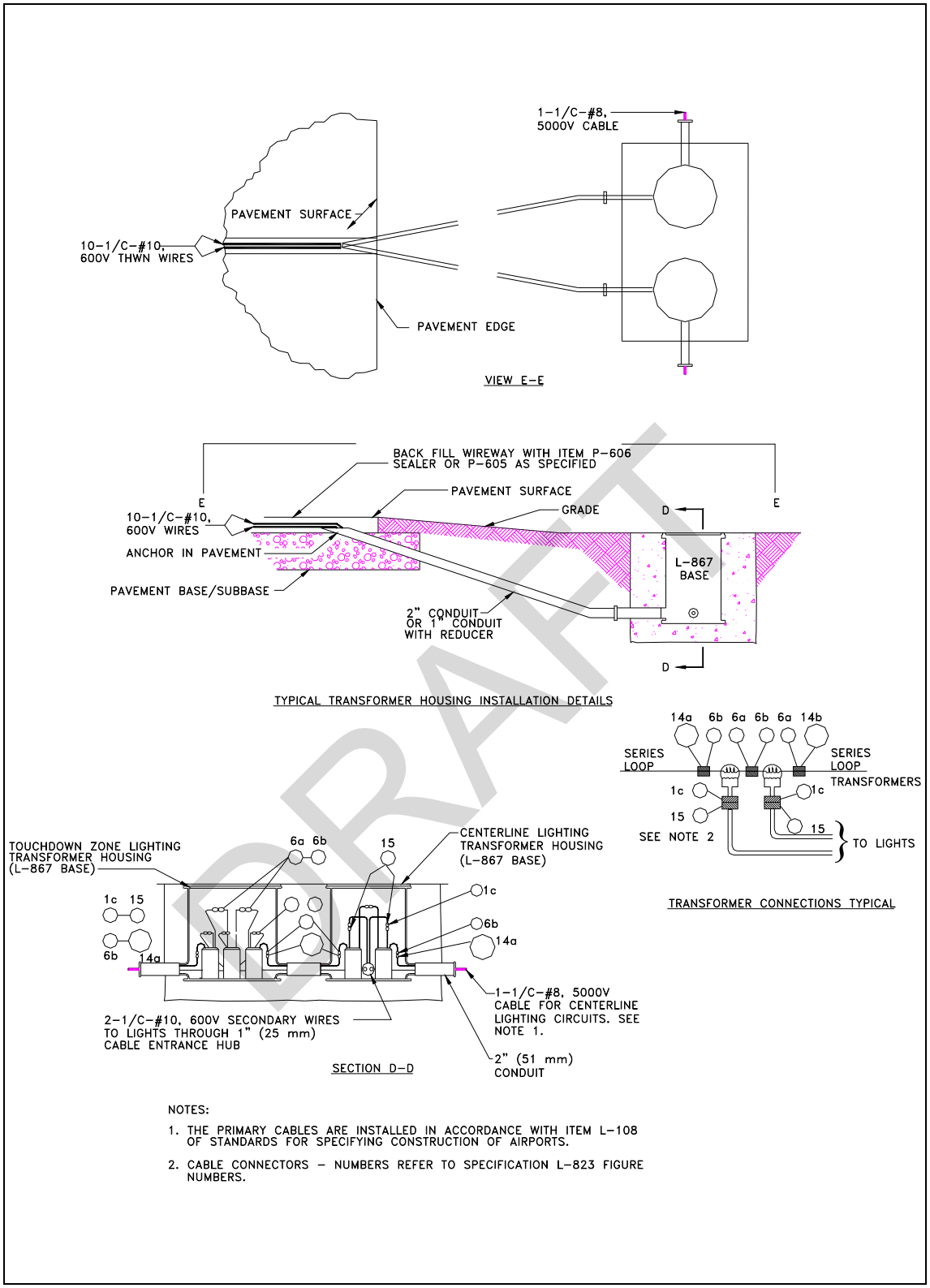


Figure 40. Transformer Housing Installation Details Inset Type Lighting Fixtures.

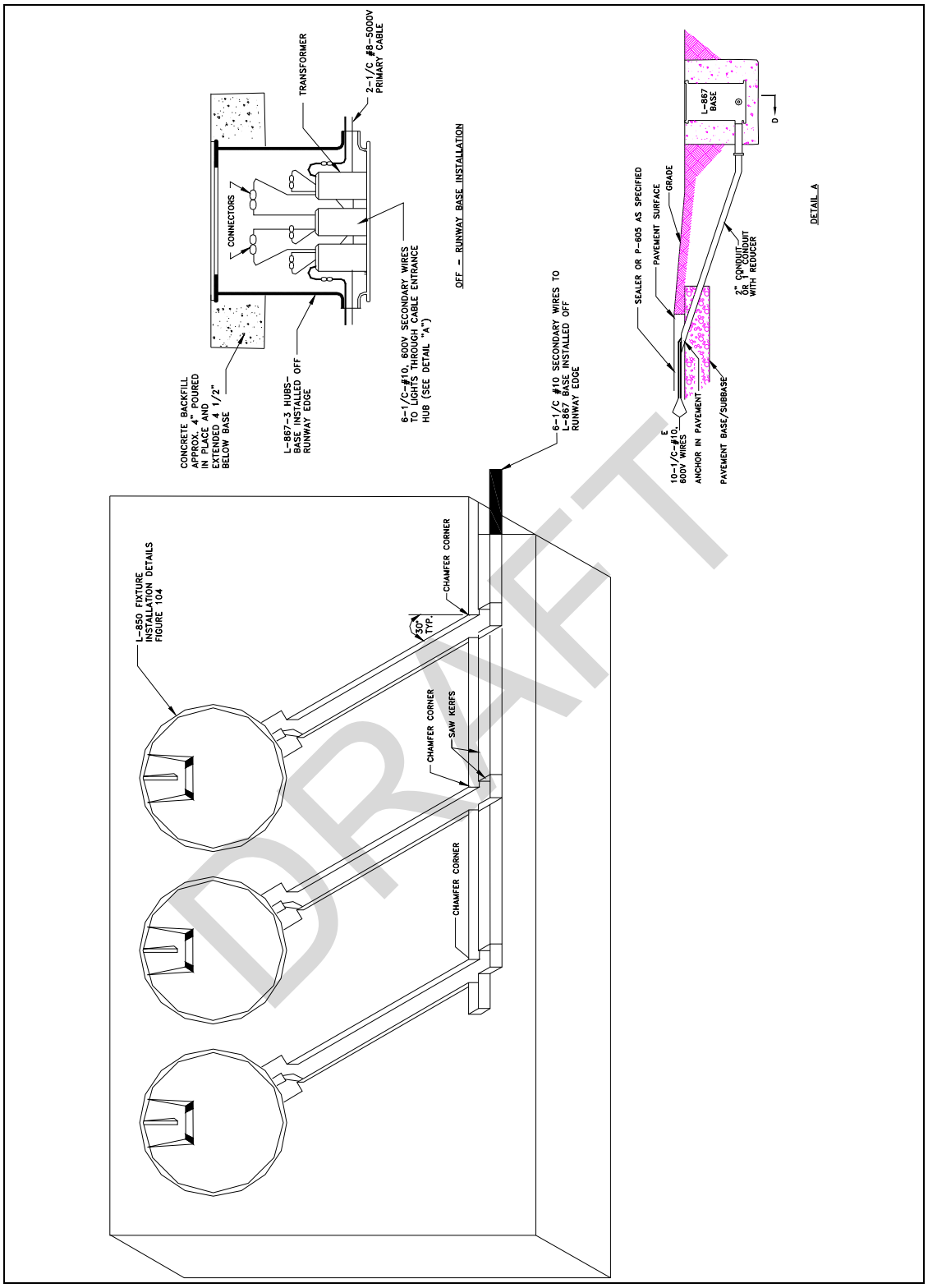


Figure 41. Typical Equipment Layout, Inset Type Lighting Fixtures.

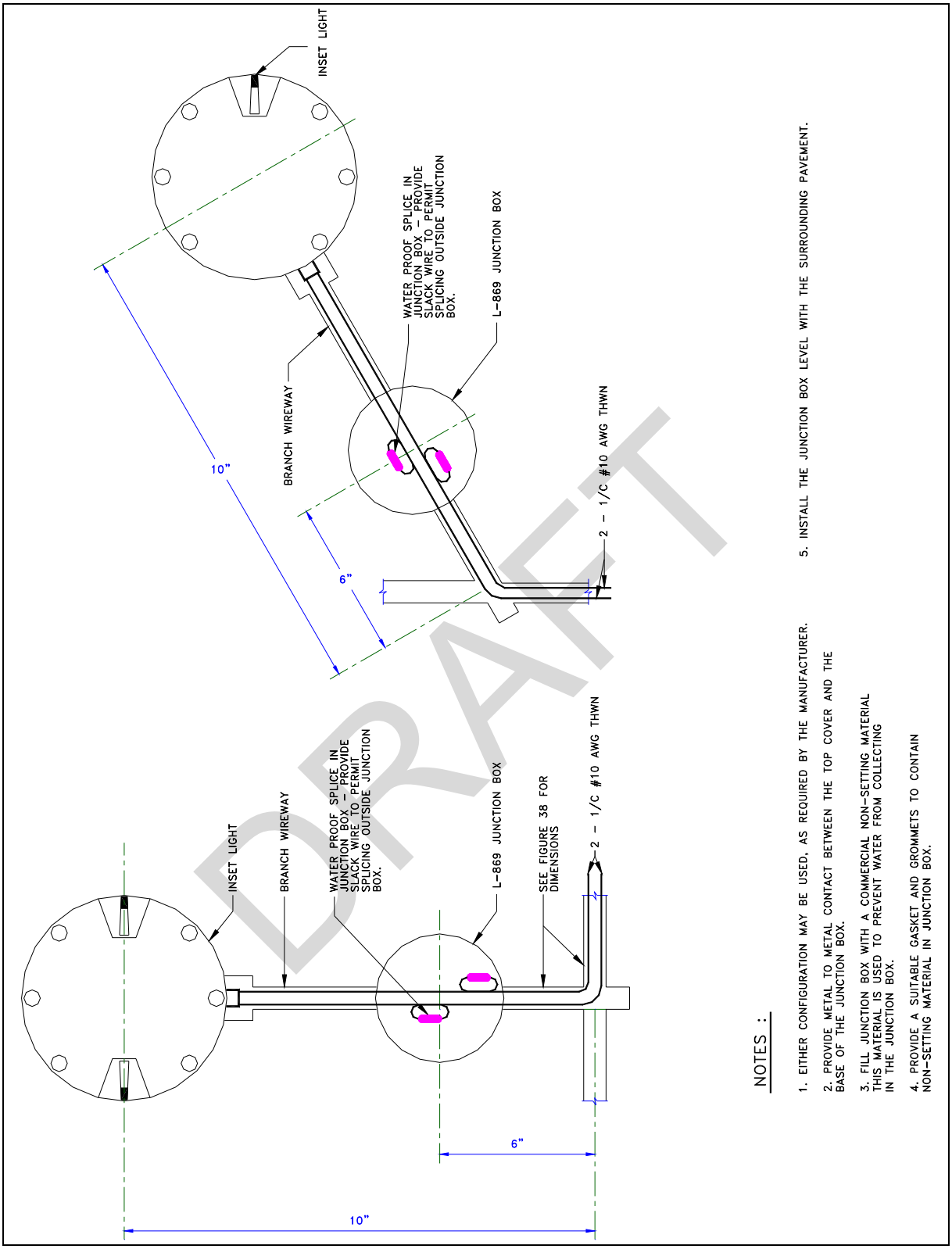
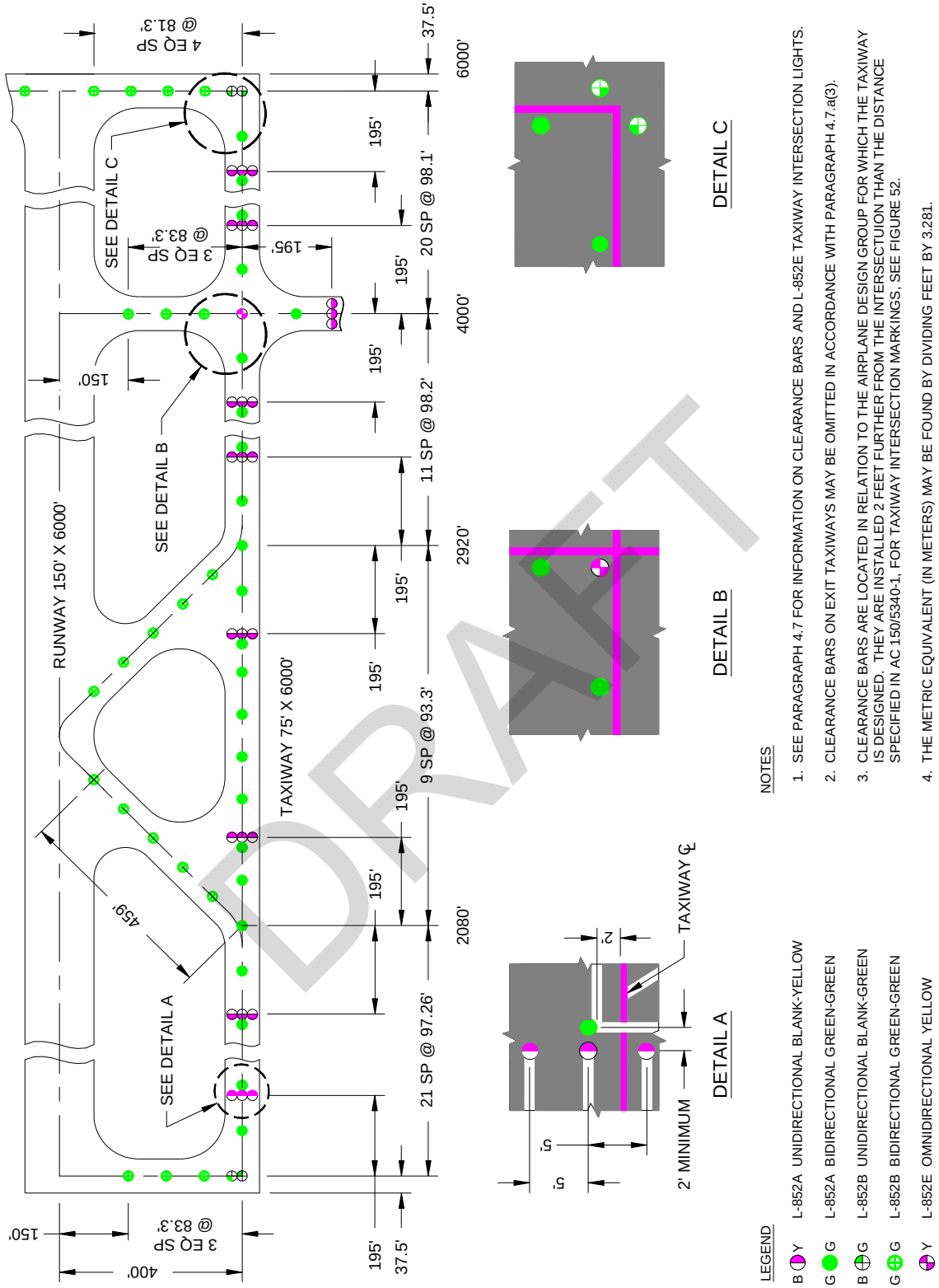


Figure 42. Junction Box for Inset Fixture Installation.



DRAFT

Figure 43. Typical Taxiway Centerline Lighting Configuration for Non-Standard Fillets (Centerline light spacing for operations above 1,200 feet (365 m) RVR).

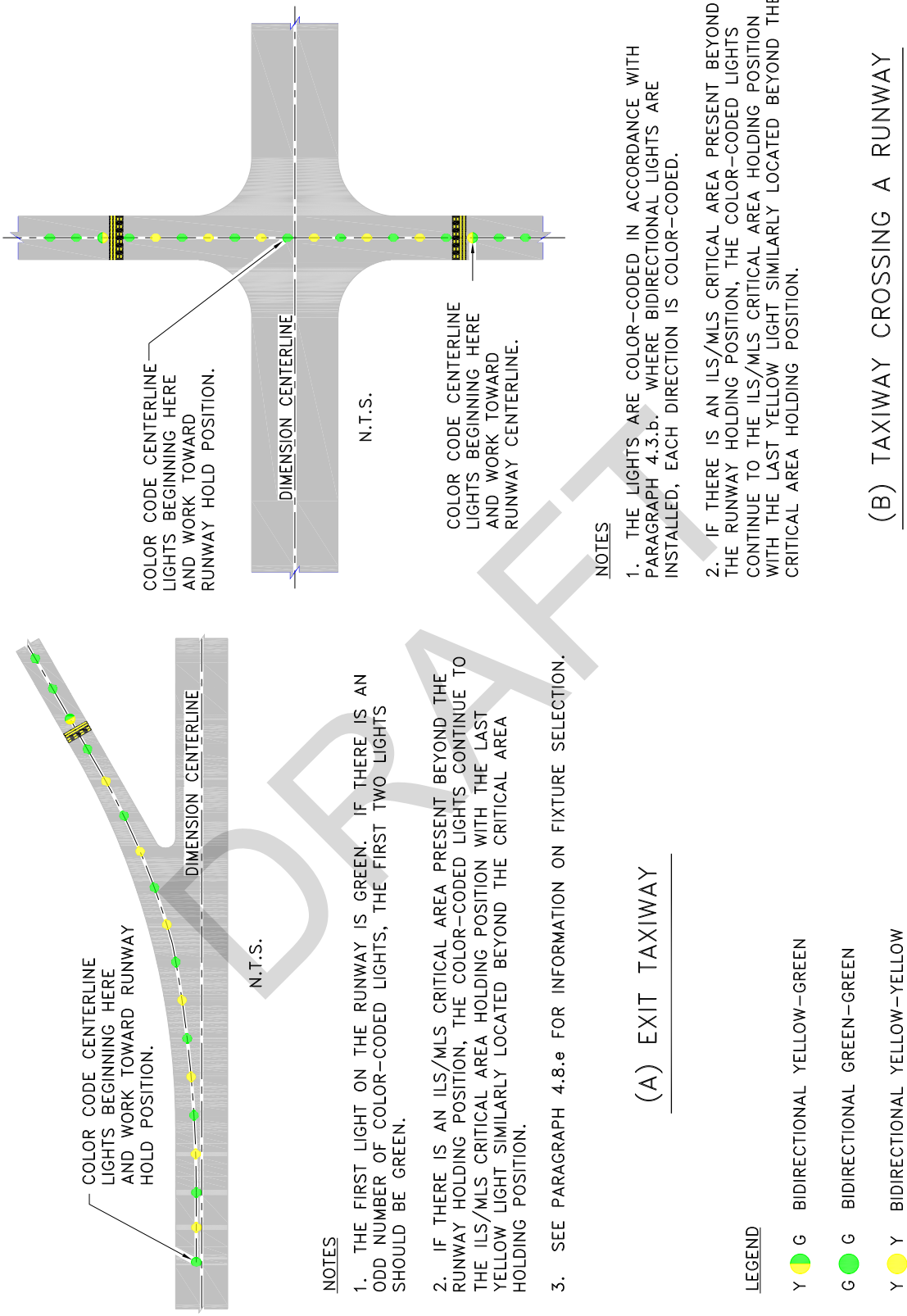


Figure 44. Color-Coding of Exit Taxiway Centerline Lights.

DRAFT

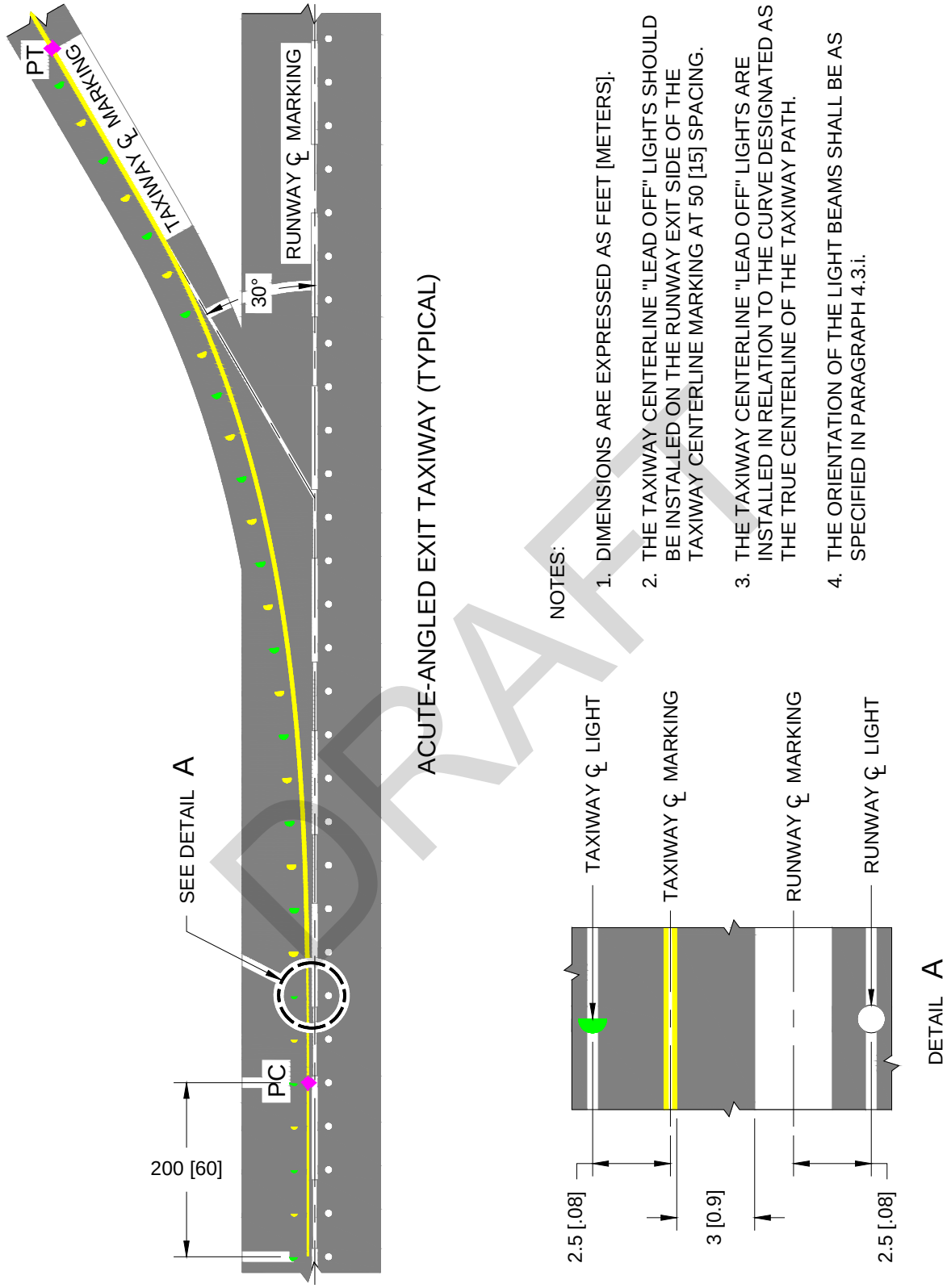


Figure 45. Taxiway Centerline Lighting Configuration for Acute-Angled Exits.

DRAFT

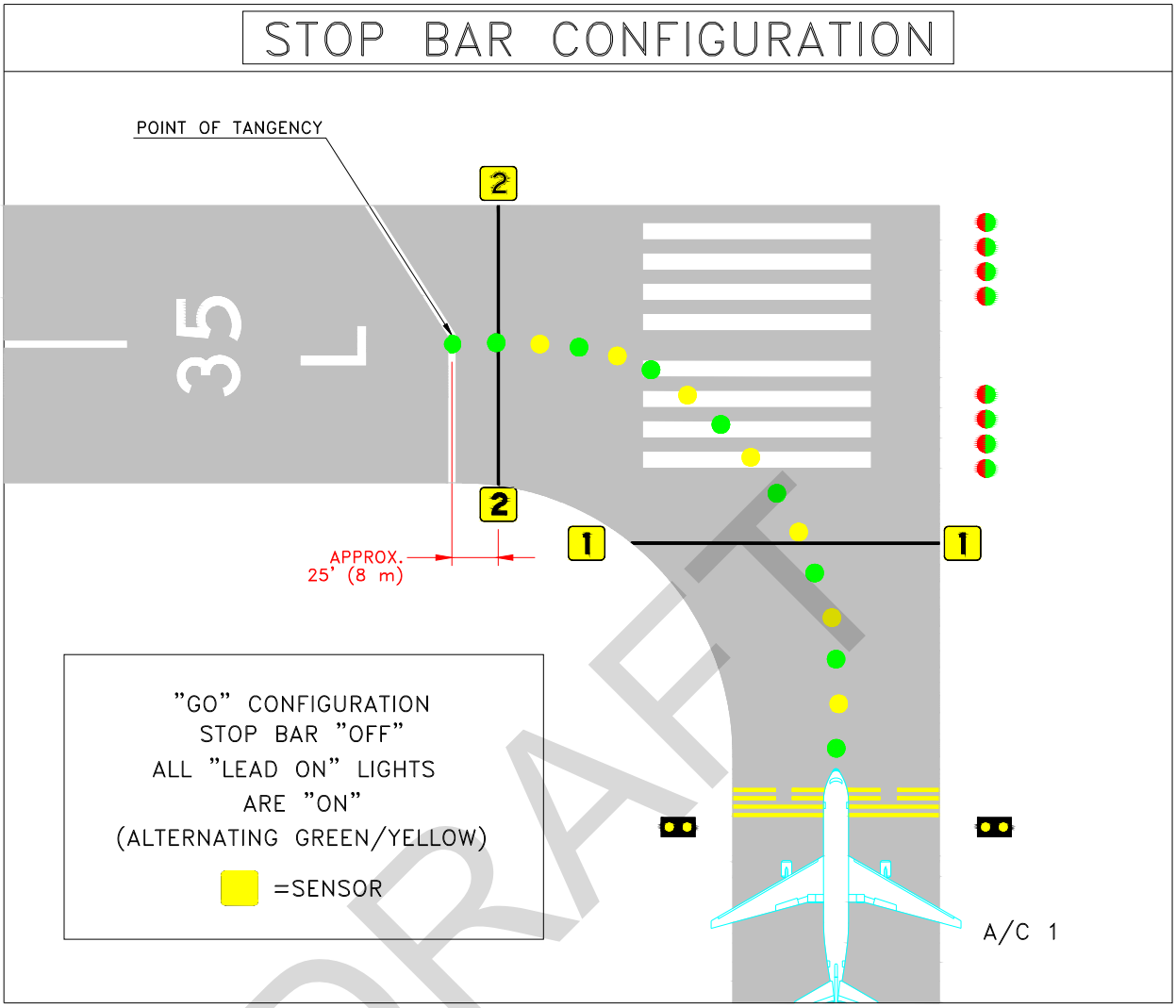


Figure 46. Controlled Stop Bar Design and Operation – "GO" Configuration.

DRAFT

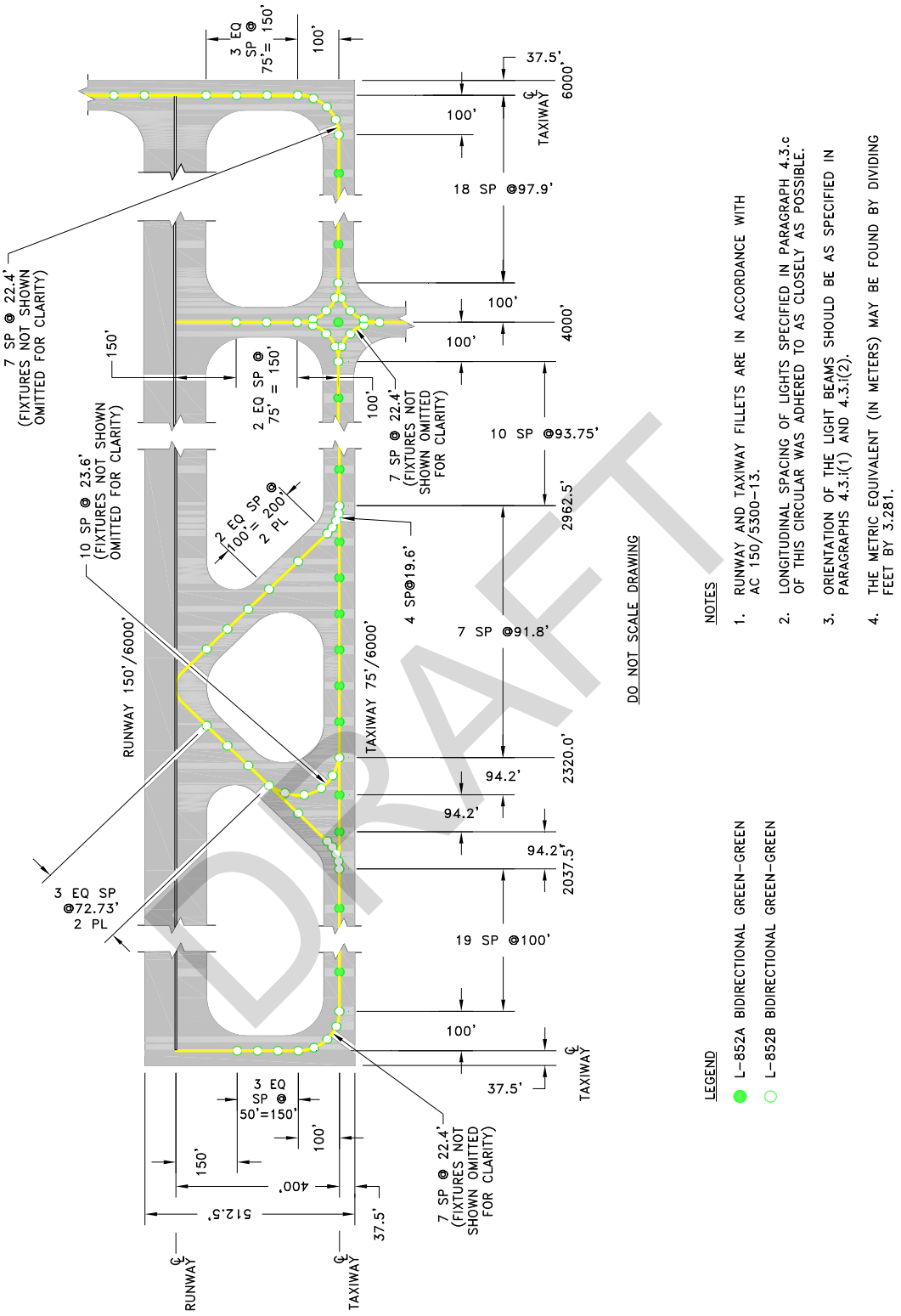
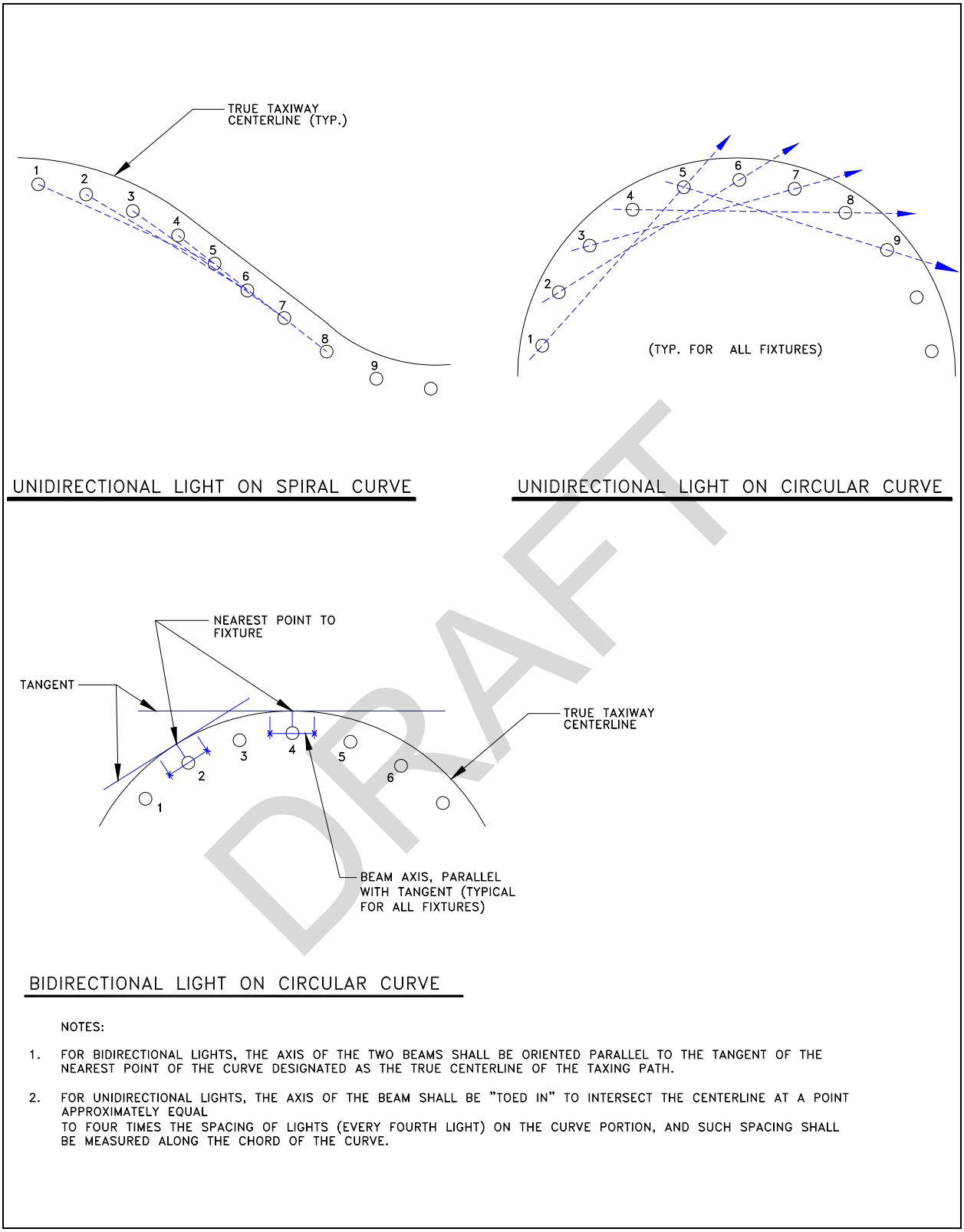


Figure 47. Typical Taxiway Centerline Lighting Configuration for Standard Fillets (Centerline light spacing for operations above 1,200 feet (365 m) RVR).



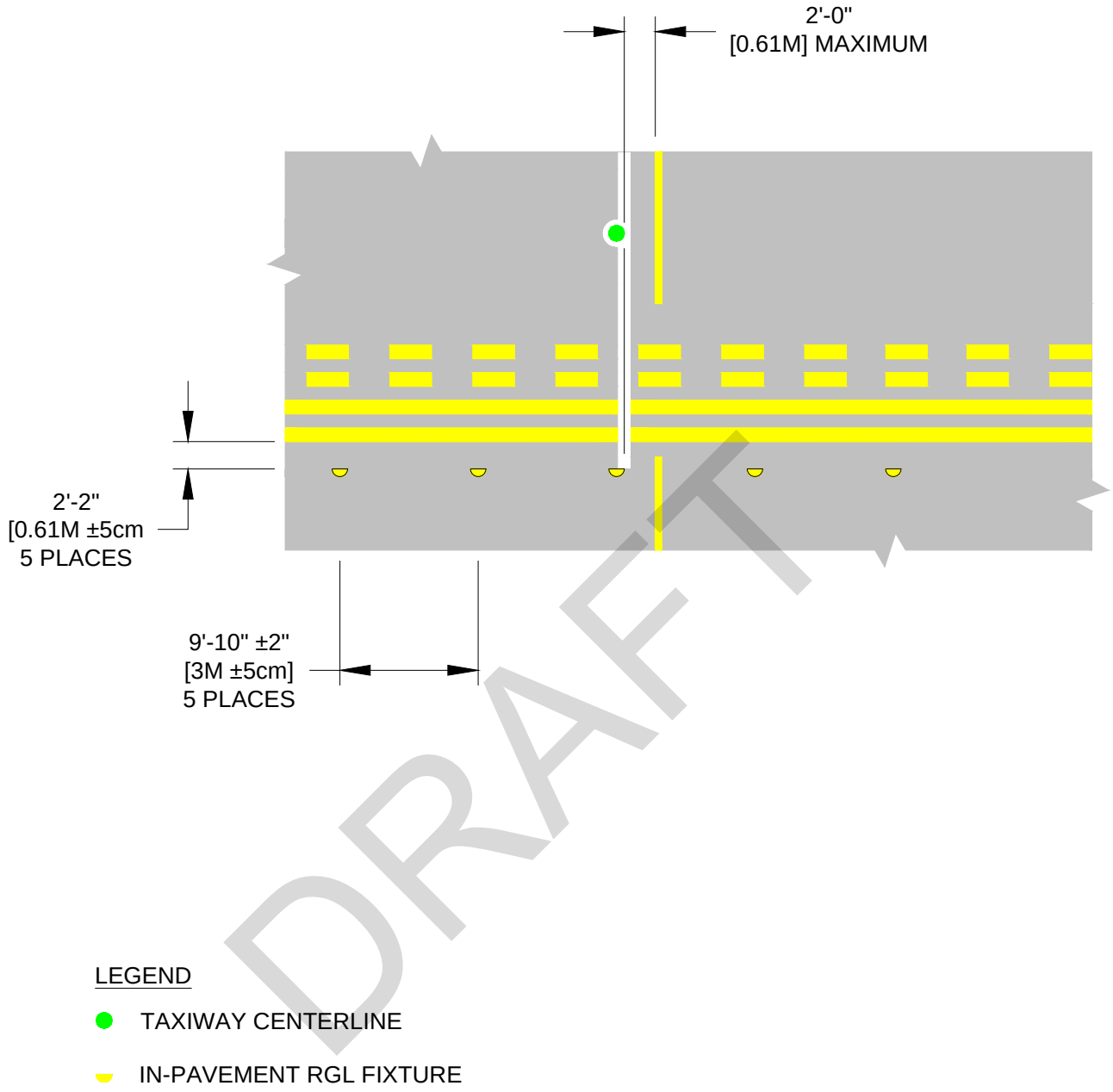
NOTES:

1. FOR BIDIRECTIONAL LIGHTS, THE AXIS OF THE TWO BEAMS SHALL BE ORIENTED PARALLEL TO THE TANGENT OF THE NEAREST POINT OF THE CURVE DESIGNATED AS THE TRUE CENTERLINE OF THE TAXING PATH.

2. FOR UNIDIRECTIONAL LIGHTS, THE AXIS OF THE BEAM SHALL BE "TOED IN" TO INTERSECT THE CENTERLINE AT A POINT APPROXIMATELY EQUAL TO FOUR TIMES THE SPACING OF LIGHTS (EVERY FOURTH LIGHT) ON THE CURVE PORTION, AND SUCH SPACING SHALL BE MEASURED ALONG THE CHORD OF THE CURVE.

Figure 48. Taxiway Centerline Light Beam Orientation.

DRAFT



DRAFT

Figure 49. In-Pavement Runway Guard Light Configuration.

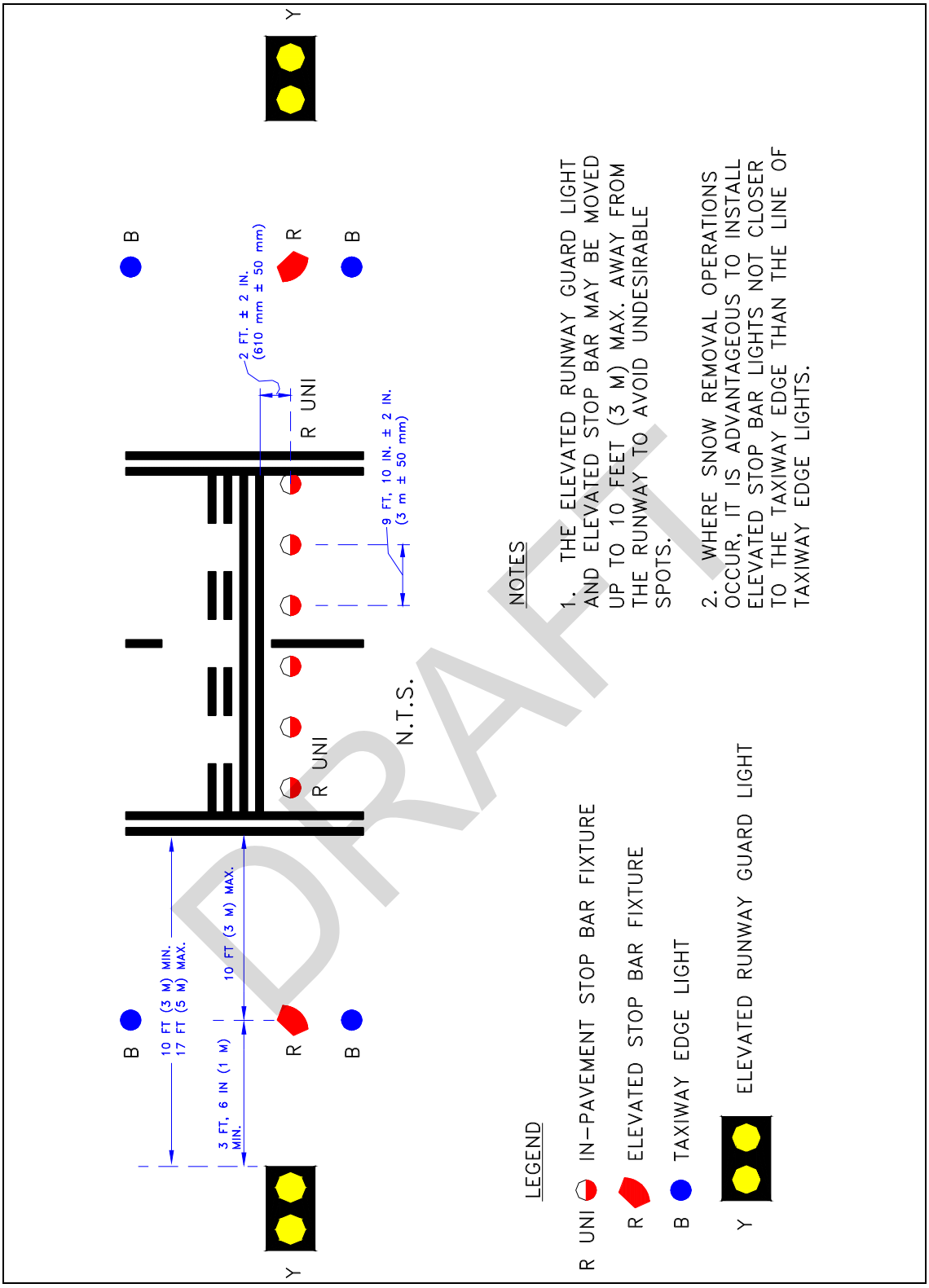
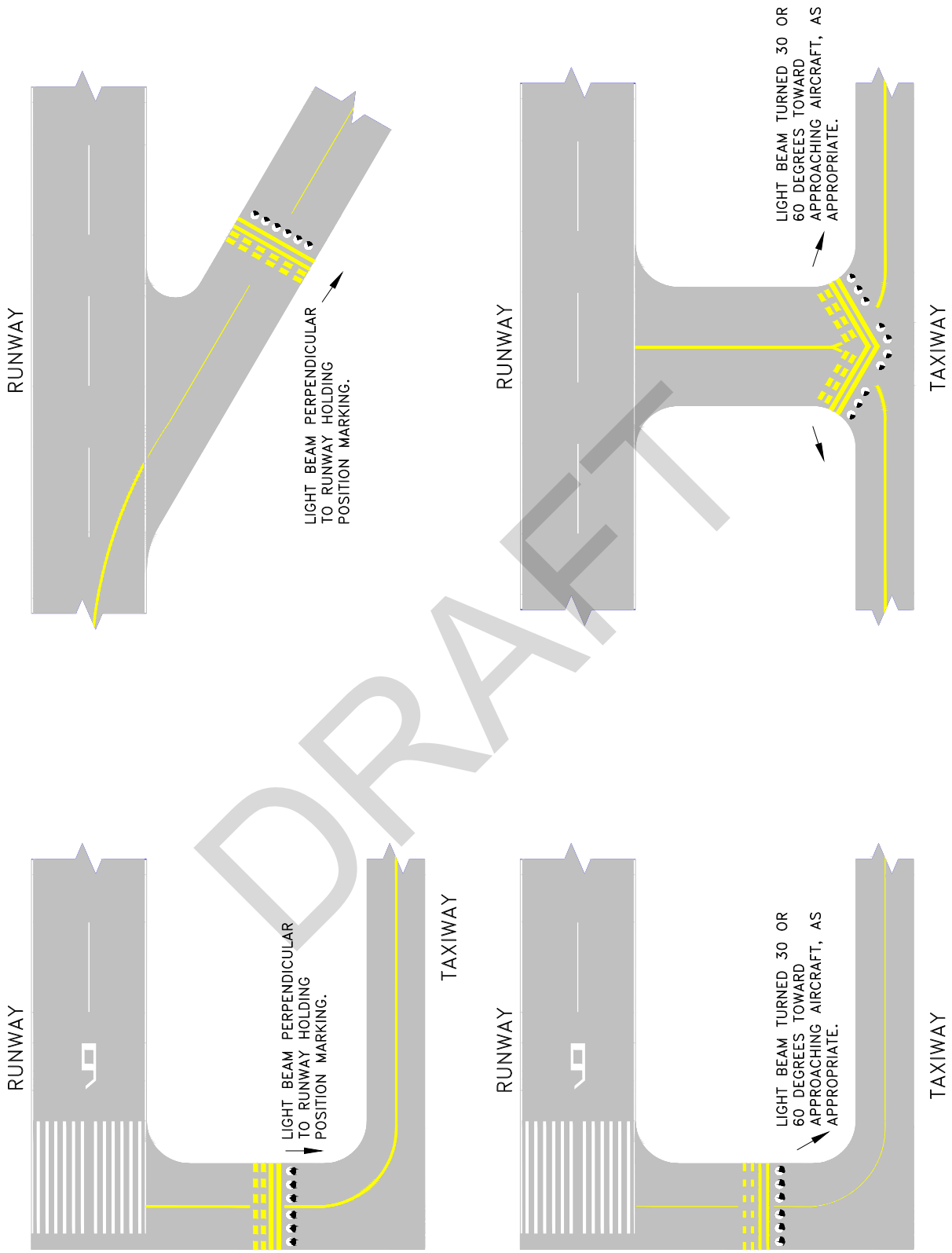


Figure 50. Elevated RGL and Stop Bar Configuration.



DRAFT

Figure 51. Typical Light Beam Orientation for In-Pavement RGLs and Stop Bars.

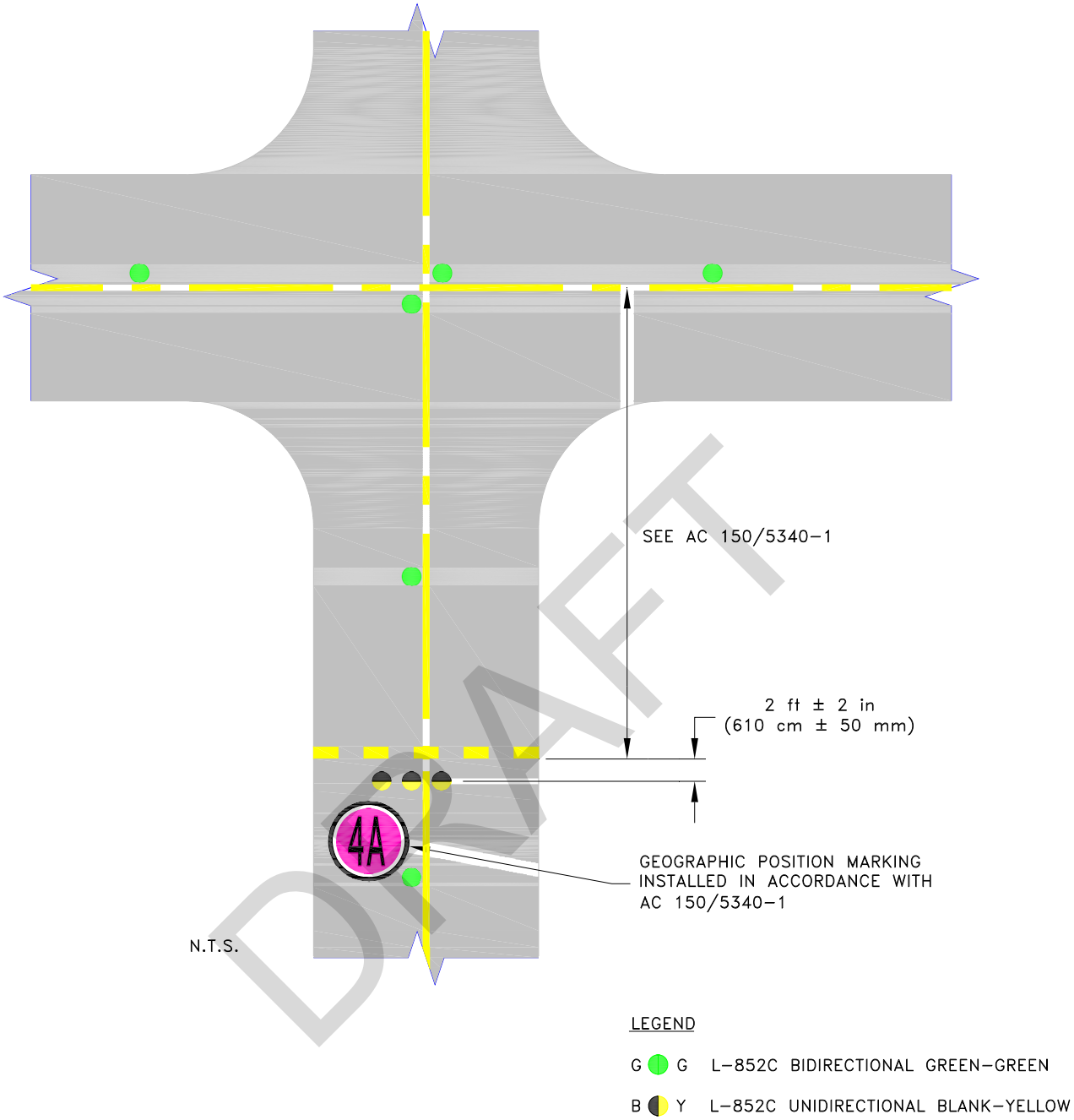


Figure 52. Clearance Bar Configuration at a Low Visibility Hold Point.

DRAFT

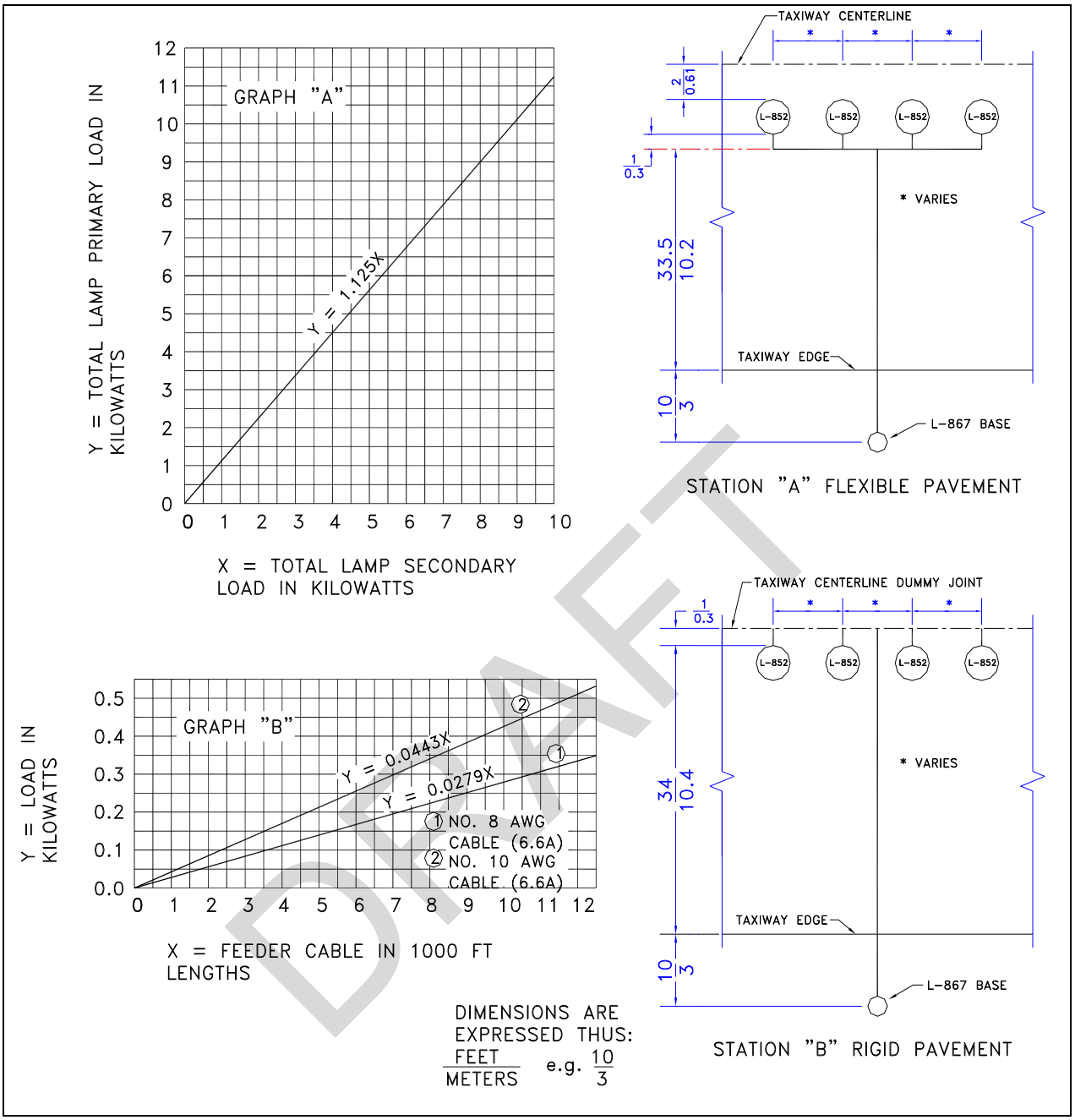
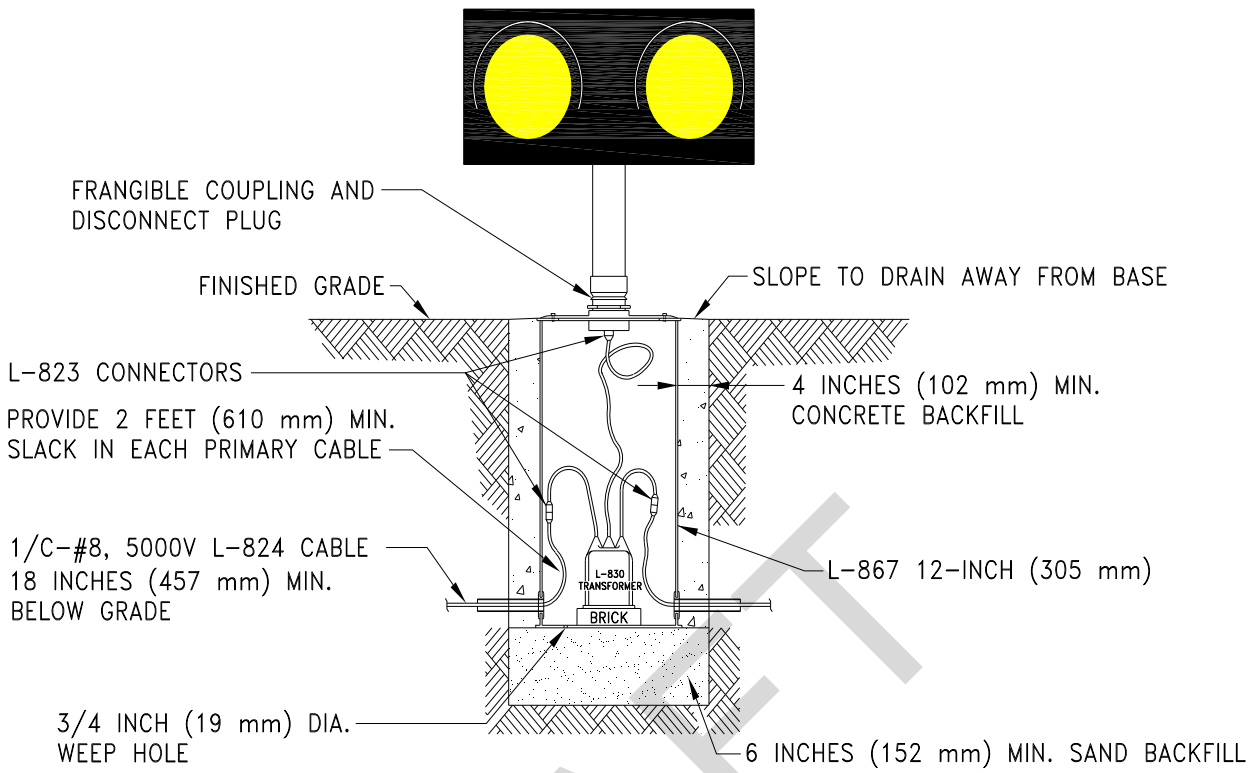


Figure 53. Curves for Estimating Primary Load for Taxiway Centerline Lighting Systems.



Notes:

1. Breaking-point frangible coupling should be located 3 inches max above grade.

DRAFT

Figure 54. Typical Elevated RGL Installation Details.

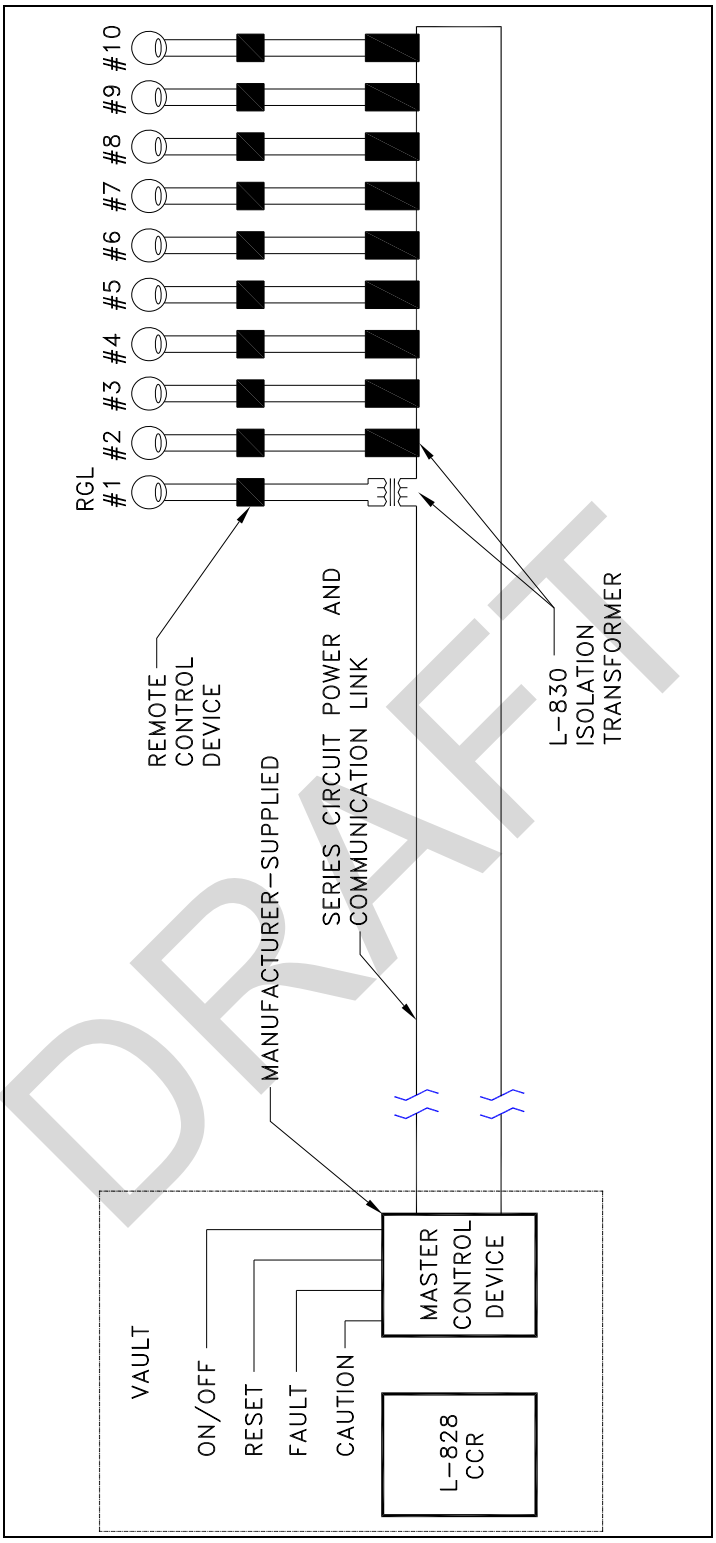
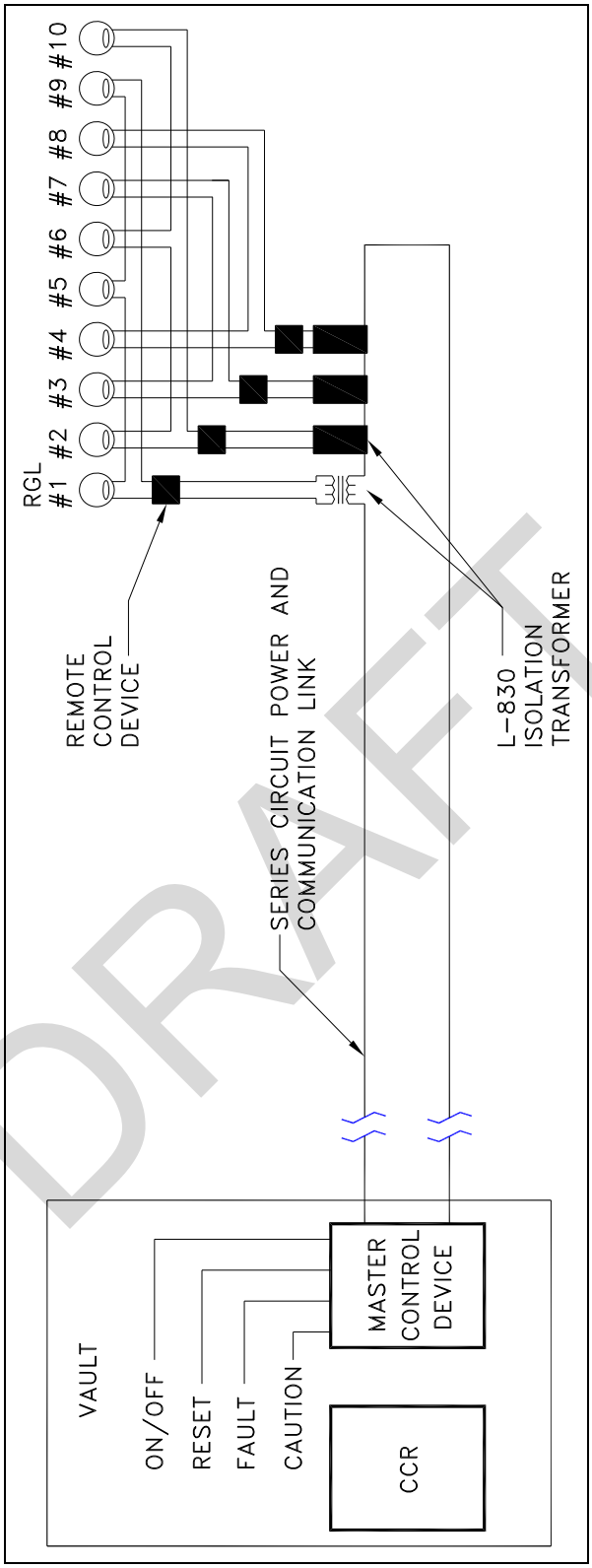


Figure 55. Typical In-Pavement RGL External Wiring Diagram – Power Line Carrier Communication, One Light Per Remote.



DRAFT

Figure 56. Typical In-Pavement RGL External Wiring Diagram – Power Line Carrier Communication, Multiple Lights per Remote.

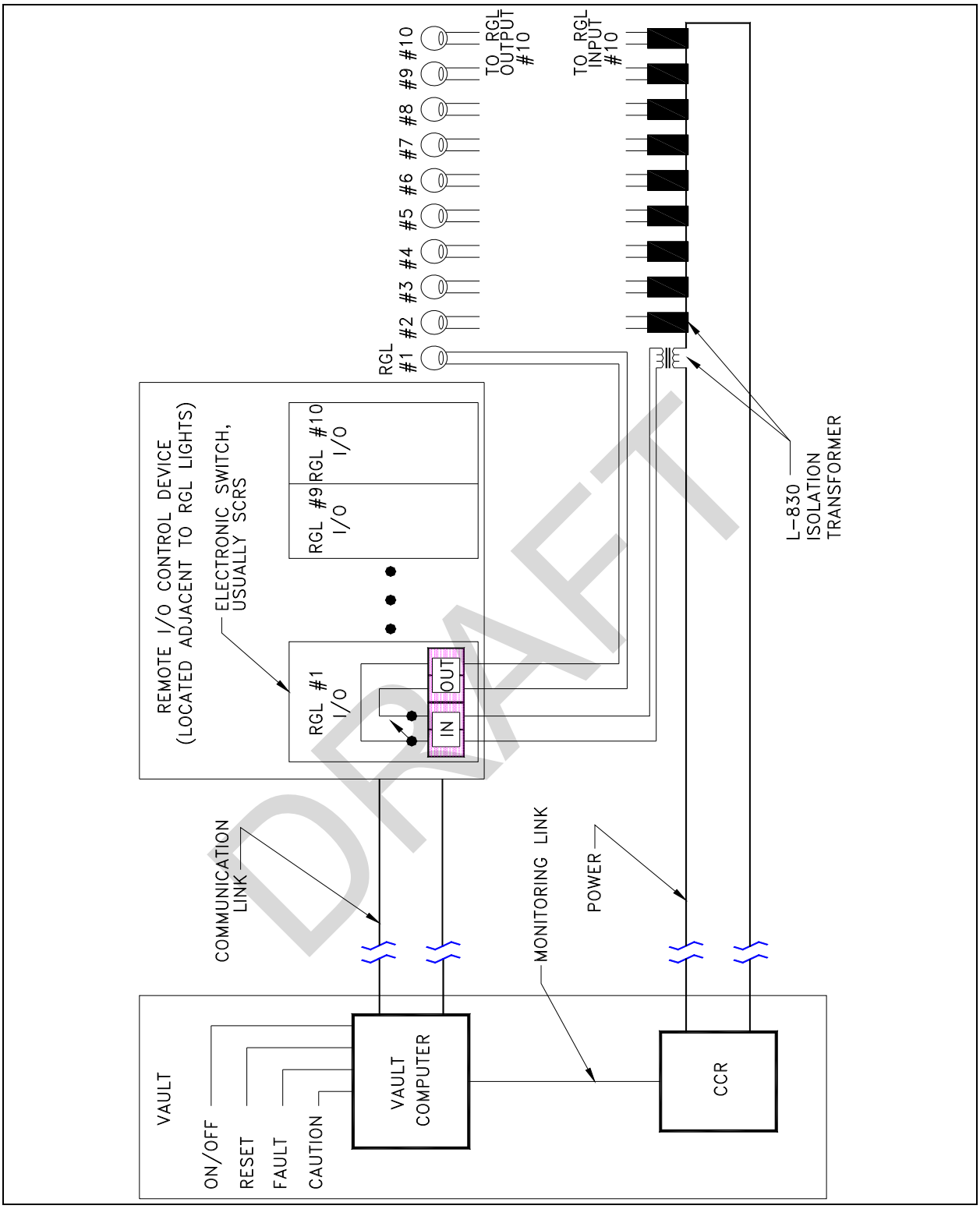


Figure 57. Typical In-Pavement RGL External Wiring Diagram – Dedicated Communication Link.