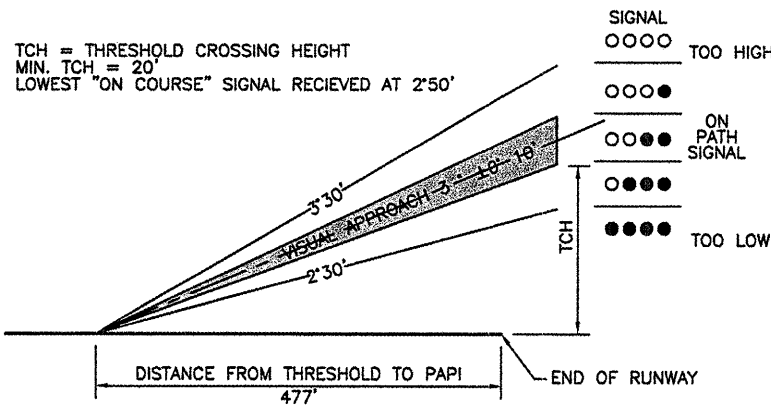
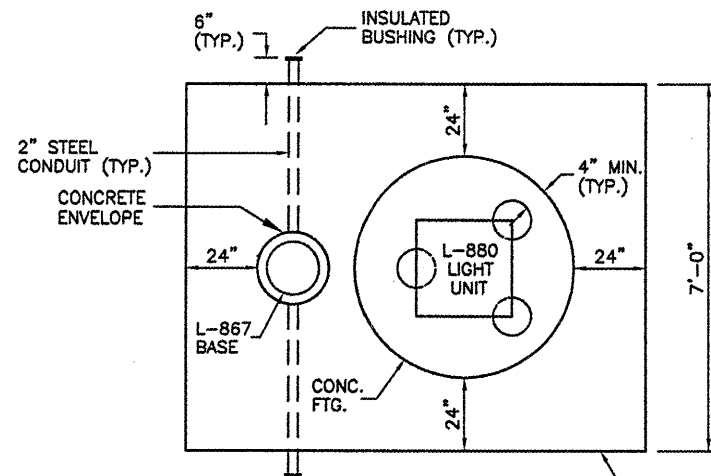


TCH = THRESHOLD CROSSING HEIGHT
 MIN. TCH = 20'
 LOWEST "ON COURSE" SIGNAL RECEIVED AT 2'50'

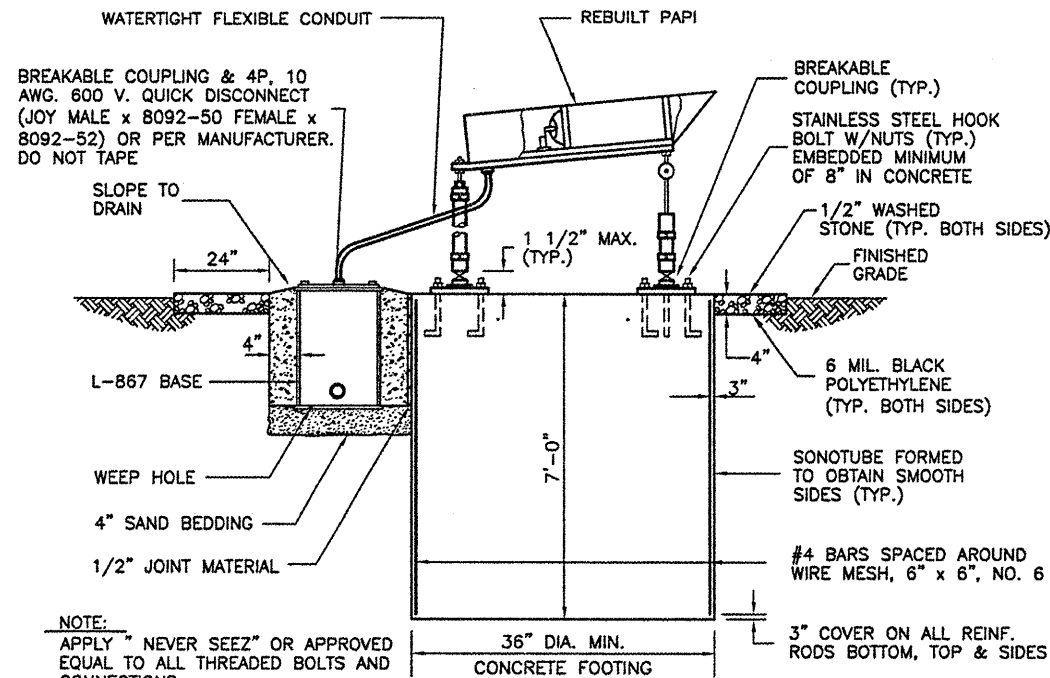


SIGNAL
 ○○○○ TOO HIGH
 ○○○● ON PATH SIGNAL
 ○○○○ TOO LOW

RUNWAY 18 TYPICAL PROFILE
 N.T.S.



PLAN VIEW DETAIL
 N.T.S.



NOTE:
 APPLY "NEVER SEEZ" OR APPROVED EQUAL TO ALL THREADED BOLTS AND CONNECTIONS.

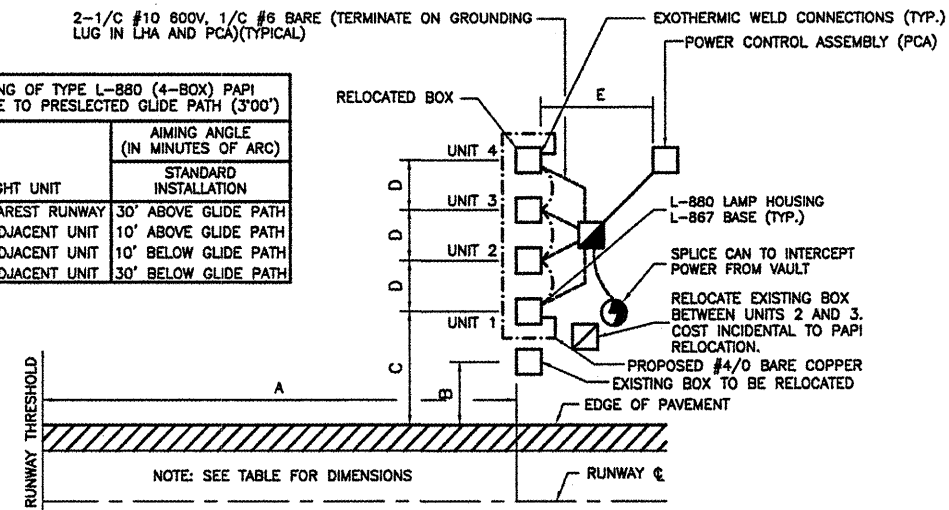
ELEVATION VIEW
 N.T.S.

GENERAL NOTES

- FOUNDATIONS:**
- FOUNDATIONS FOR MOUNTING LIGHT BOXES SHALL BE MADE OF ITEM 610 CONCRETE. ALL LIGHT BOXES SHALL BE FRANGIBLY MOUNTED TO THE FOUNDATION.
- AZIMUTHAL AIMING:**
- EACH LIGHT UNIT SHALL BE AIMED OUTWARD INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN A TOLERANCE OF ±1/2 DEGREE. COST WILL BE INCIDENTAL TO PAPI RELOCATION.
- MOUNTING HEIGHT TOLERANCES:**
- THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1 INCH OF A HORIZONTAL PLANE AT THE ELEVATION GIVEN IN THE TABLE.
- TOLERANCE ALONG LINE PERPENDICULAR TO RUNWAY:**
- THE FRONT FACE OF EACH LIGHT UNIT IN A BAR SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN ±6 INCHES.
 - PROVIDE FRANGIBLE MOUNTS FOR ALL LEGS OF LIGHT UNITS AND POWER ADAPTERS.
 - NUMBER AND CONFIGURATION OF LEGS PER MANUFACTURER. (3 LEGS MINIMUM)
 - GROUND EACH LAMP HOUSING AND POWER ADAPTER PER MANUFACTURER
 - THE POWER AND CONTROL UNIT SHALL BE STYLE A, CLASS II.
 - THE DIFFERENCE IN LATERAL SPACING BETWEEN THE LIGHT UNITS SHALL NOT EXCEED ONE FOOT.
 - EACH LIGHT UNIT SHALL HAVE FOUR LAMPS AND SHALL PROVIDE A BEAM OF LIGHT SPLIT HORIZONTALLY TO PRODUCE WHITE LIGHT IN THE TOP SECTOR AND RED LIGHT UN THE BOTTOM SECTOR. THEY SHALL HAVE A MINIMUM OF THREE MOUNTING LEGS WHICH SHALL BE ADJUSTABLE TO PERMIT LEVELING WHERE ONE SIDE OF THE UNIT IS INSTALLED UP TO 1 INCH LOWER THAN THE OPPOSITE SIDE.
 - APPLY "NEVER SEEZ" OR APPROVED EQUAL TO ALL THREADED BOLTS AND CONNECTIONS.
 - THE COST OF THE PAPI SHALL INCLUDE ANY SITE WORK AROUND THE PAPI, INCLUDING BUT NOT LIMITED TO THE CRUSHED STONE, EARTHWORK AND LANDSCAPING.
 - THE CONTRACTOR SHALL RE-AIM ALL EXISTING AND RELOCATED LIGHT UNITS IN ACCORDANCE WITH TABLE.

2-1/2" #10 600V, 1/C #6 BARE (TERMINATE ON GROUNDING LUG IN LHA AND PCA)(TYPICAL)

AIMING OF TYPE L-880 (4-BOX) PAPI RELATIVE TO PRESLECTED GLIDE PATH (3'00')	
LIGHT UNIT	AIMING ANGLE (IN MINUTES OF ARC)
	STANDARD INSTALLATION
UNIT NEAREST RUNWAY	30' ABOVE GLIDE PATH
NEXT ADJACENT UNIT	10' ABOVE GLIDE PATH
NEXT ADJACENT UNIT	10' BELOW GLIDE PATH
NEXT ADJACENT UNIT	30' BELOW GLIDE PATH

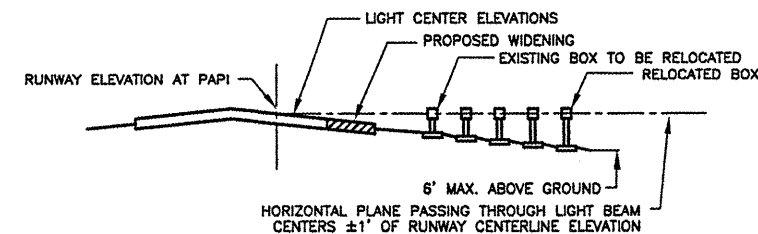


PAPI LIGHT UNIT LOCATION
 N.T.S.

DESCRIPTION	RUNWAY END 18
DIMENSION A	477'
DIMENSION B	35'
DIMENSION C	55'
DIMENSION D	20'
DIMENSION E	15'
HEIGHT GROUP USED FOR SITING	1
THRESHOLD STATION	45+00
THRESHOLD ELEVATION	536.70
THRESHOLD CROSSING HEIGHT	20'
GLIDE PATH ANGLE	3'
ELEVATION ϕ OF APERTURE UNIT 1	533.26
ELEVATION ϕ OF APERTURE UNIT 2	533.26
ELEVATION ϕ OF APERTURE UNIT 3	533.26
ELEVATION ϕ OF APERTURE UNIT 4	533.26
AIMING ANGLE UNIT 1	3' 30"
AIMING ANGLE UNIT 2	3' 10"
AIMING ANGLE UNIT 3	2' 50"
AIMING ANGLE UNIT 4	2' 30"

NOTE:

- BASE DESIGN AND LAYOUT ON ADVISORY CIRCULAR 150/5345-28F. CONTRACTOR SHALL MEET THE REQUIREMENTS IN ADVISORY CIRCULAR 150/5345-28F.
- SEE PAPI LIGHT UNIT LOCATION FOR UNIT LOCATIONS AND DIMENSIONS
- THE VISUAL GLIDE PATH ANGLE IS THE CENTER OF THE ON COURSE ZONE AND IS MEASURED FROM THE HORIZONTAL.
- CONTRACTOR SHALL ALIGN RELOCATED LIGHT UNIT WITH EXISTING UNITS.
- RELOCATION OF PAPI SYSTEM PAY ITEM SHALL INCLUDE BUT NOT LIMITED TO PAPI LIGHT UNITS, RE-AIMING, POWER CONTROL AND MONITORING, ALL CABLES BETWEEN PCA AND LIGHT UNITS, GROUNDING SYSTEM, FOUNDATIONS AND ANY NECESSARY EQUIPMENT FOR A COMPLETE AND OPERATIONAL SYSTEM.
- CONTRACTOR SHALL RE-AIM ALL EXISTING AND RELOCATED LIGHT UNIT IN ACCORDANCE WITH THE TABLE.



ELEVATION - TYPICAL
 N.T.S.

K:\SpartaAP\0641203 Widen Rwy\Draw\Sheets
 FILE: PAPI DETAILS.dwg
 UPDATE BY: Jim Raubach
 PLOT DATE: 1/5/2009 1:51 PM

REVISIONS

NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).

SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS

WIDEN AND OVERLAY RUNWAY 18/36

RELOCATED PAPI DETAILS

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DESIGN BY:	TM
DRAWN BY:	CMT
CHECKED BY:	JEF
APPROVED BY:	JEF
DATE:	12/31/2008
JOB No:	0641203
IL PROJ. NO. SAR-3652	
AIP PROJ. NO. 3-17-0094-B9	
SHEET 12 OF 28 SHEETS	