



# Illinois Department of Transportation

Office of Intermodal Project Implementation / Division of Aeronautics  
1 Langhorne Bond Drive / Springfield, Illinois 62707-8415

September 18, 2023

SUBJECT: Edgar County Airport  
Paris, Illinois  
Edgar County  
Illinois Project Number: PRG-4981  
SBG Project Number: N/A  
Contract No. ED021  
Item No. 06A, 9/22/2023 Letting  
Addendum A

## NOTICE TO PROSPECTIVE BIDDERS

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

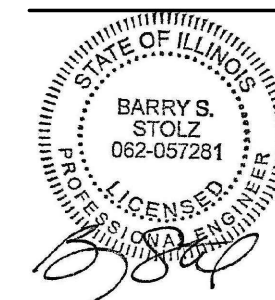
Reason for Addendum:  
Revision to Plan Notes

To All Plan Holders:

The following Plan Sheets are REVISED, attached, dated September 12, 2023:  
Plan Sheet No. 17, PAPI Siting Details and Notes

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Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Questions on this addendum may be directed to Barry Stolz, P.E. of Hanson Professional Services at 314.942.5288.



DATE: 7/28/2023 LICENSE: 11/30/2023  
 SIGNED: 7/28/2023 EXPIRES: 11/30/2023

REPLACE RUNWAY 9-27  
 PLASIS WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

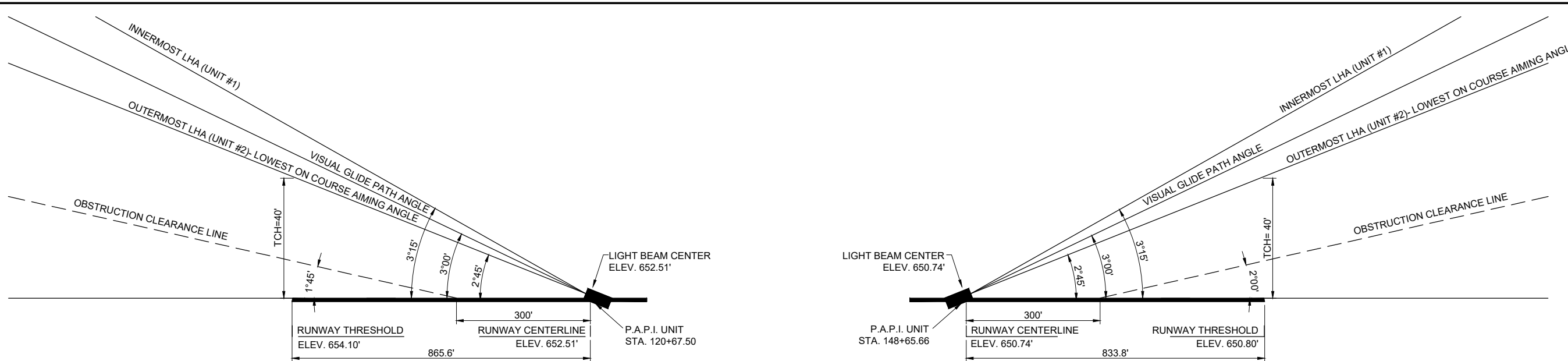
NO.	DATE	DESCRIPTION			
		DES	DWN	REV	
1	9/12/23	REVISE NOTES/DETAIL	BSS	CWS	BSS

ISSUE: JULY 28, 2023  
 PROJECT NO: 21A0164D  
 CAD FILE: C-501-DETL.DWG  
 DESIGN BY: KNL 12/9/2022  
 DRAWN BY: CWS 12/13/2022  
 REVIEWED BY: BSS 6/29/2023

SHEET TITLE

PAPI SITING DETAILS  
 AND NOTES

FOR BID



P.A.P.I. AIMING DIAGRAM 9 END  
 "NOT TO SCALE"

P.A.P.I. AIMING DIAGRAM 27 END  
 "NOT TO SCALE"

	PAPI UNIT #1 (INNERMOST)	PAPI UNIT #2 (OUTERMOST)
AIMING ANGLE	3° 15'	2° 45'
APPROXIMATE GROUND ELEVATION	650.5'	650'
PAPI UNIT APERTURE ELEVATION	652.51'	652.51'

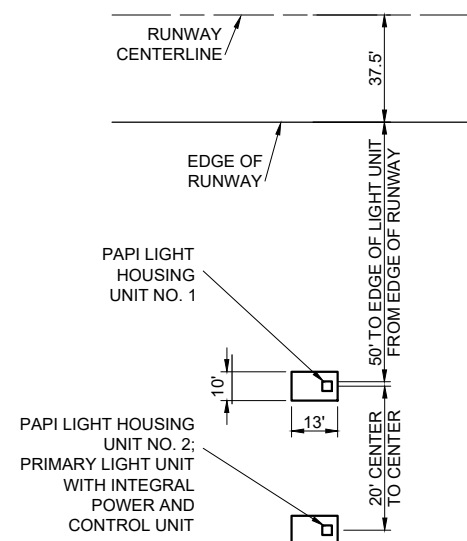
	PAPI UNIT #1 (INNERMOST)	PAPI UNIT #2 (OUTERMOST)
AIMING ANGLE	3° 15'	2° 45'
APPROXIMATE GROUND ELEVATION	648'	648'
PAPI UNIT APERTURE ELEVATION	650.74'	650.74'

NOTES:

1. APERTURE ELEVATIONS ARE TO THE CENTERLINE OF THE LIGHT SLOT.
2. RUNWAY CENTERLINE ELEVATION PERPENDICULAR TO PAPI LOCATION = 652.51'
3. RUNWAY END CROSSING HEIGHT (AS DEFINED BY AC 150/5340-30J, PART 7.5.4.5) = 40'
4. CONTRACTOR IS TO RECORD AND PROVIDE TO THE ENGINEER AS-BUILT ELEVATIONS FOR EACH PAPI LIGHT HOUSING ASSEMBLY, INCLUDING PAPI UNIT APERTURE ELEVATIONS AND SITING ANGLES.

NOTES:

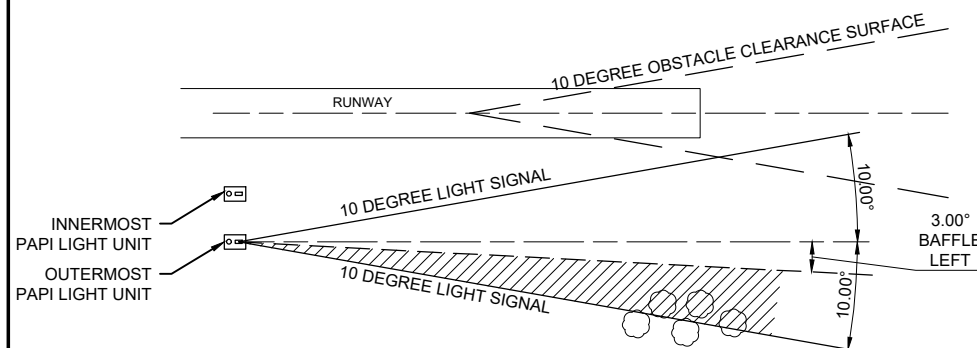
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P.A.P.I. LAYOUT DETAIL  
 "NOT TO SCALE"

P.A.P.I. NOTES

1. EACH PROPOSED PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEM WILL BE PLACED AT THE LOCATION SHOWN ON RESPECTIVE PROPOSED ELECTRICAL SITE PLAN SHEETS. LOCATE THE PAPI WITH THE POWER AND CONTROL UNIT FURTHEST FROM THE RUNWAY PAVEMENT EDGE TO COMPLY WITH FAA REQUIREMENTS.
2. ANY REQUIRED ELECTRICAL EQUIPMENT BESIDES THE TWO PAPI LIGHT UNITS THAT IS NOT CONSIDERED BY THE FAA TO BE FIXED-BY-FUNCTION SHALL BE INSTALLED OUTSIDE OF THE RUNWAY OBJECT FREE AREA, WHICH IS 250' FROM THE RUNWAY CENTERLINE.
3. THE PROPOSED CONCRETE FOUNDATION PIERS SHALL BE AS DETAILED ON THE "PAPI FOUNDATION DETAILS" SHEET.
4. EACH PAPI UNIT SHALL BE CONSTRUCTED SUCH THAT THE BEAM CENTERS WILL BE WITHIN ±1" OF THE RESPECTIVE SPECIFIED ELEVATION. ANY SITE GRADING REQUIRED TO ACCOMMODATE THE SPECIFIED ELEVATIONS SHALL BE INCIDENTAL TO THE PAPI INSTALLATION. GRADE TO DRAIN.
5. THE INBOARD LIGHT UNIT MUST NOT BE LESS THAN 50 FT. FROM THE RUNWAY EDGE (MEASURED TO THE EDGE OF THE LIGHT UNIT) OR TO OTHER RUNWAYS OR TAXIWAYS, AND THE PAPI LIGHT UNITS MUST HAVE A LATERAL SEPARATION OF 20 FT (MEASURED CENTER TO CENTER), IN ACCORDANCE WITH AC 150/5340-30J PART 7.5.4 PAPI, 7.5.4.7.2 SEPARATION BETWEEN LIGHT UNITS, AND FIGURE A-81. FOR THE L-880 AND L-881, THE DISTANCE BETWEEN LIGHT UNITS MAY NOT VARY BY MORE THAN PLUS OR MINUS 1 FOOT. SEE PAPI LAYOUT DETAIL FOR DIMENSIONS BETWEEN UNITS.
6. THE PROPOSED PAPI SIGNAL SHALL BE VISIBLE FOR A 10 DEGREE ZONE ON EITHER SIDE OF THE RUNWAY CENTERLINE IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5340-30J, FIGURE A-81 PAPI OBSTACLE CLEARANCE SURFACE, AND FAA ORDER JO 6850.2C FIGURE 5-4 PAPI OBSTACLE CLEARANCE SURFACE. PER FAA AC 150/5345-28H, 3.2.4 LIGHT UNIT ADJUSTMENTS, PART 3.2.4.1.3 HORIZONTAL LIGHT BEAM COVERAGE, THE PAPI SHALL BE DESIGNED TO BE CAPABLE OF MODIFYING THE HORIZONTAL LIGHT BEAM COVERAGE OF THE PAPI FOR OBSTACLE AVOIDANCE IN THE APPROACH AREA AND LIGHT SIGNAL CLEARANCE SURFACE. THIS MAY BE ACCOMPLISHED USING BAFFLES (ALSO REFERRED TO AS BLANKING DEVICES).
7. TO ACCOMMODATE TREES THAT WERE IDENTIFIED BEYOND 7° OF THE LIGHT HOUSING ASSEMBLIES (LHA), ADDITIONAL BAFFLES SHALL BE INSTALLED TO LIMIT THE VISIBLE LIGHT SIGNALS AS FOLLOWS: RUNWAY 9 PAPI BAFFLE ANGLE OF 3° ON THE LEFT SIDE OF THE APPROACH (PILOT'S VIEWPOINT) AND NO BAFFLE ON THE RIGHT SIDE OF THE APPROACH (PILOT'S VIEWPOINT). RUNWAY 27 PAPI REQUIRES NO BAFFLES. THESE SHALL BE MEASURED FROM THE OUTERMOST LIGHT UNITS. EACH LIGHT UNIT WITHIN A SINGLE PAPI SITE SHALL HAVE THE SAME CUT-OFF RANGE. SEE 'LIGHT SIGNAL BAFFLE DETAIL ON THIS SHEET. COORDINATE BAFFLE INSTALLATION WITH ENGINEER AND MANUFACTURER PRIOR TO ORDERING PAPI UNITS TO CONFIRM CORRECT BAFFLES FOR SELECTED MANUFACTURER.
8. PER FAA 150/5340-30J, 7.5.4 PAPI, 7.5.4.11.2 LOCATION OF THE PCU, IT NOTES TO LOCATE THE PCU AS FAR FROM THE RUNWAY AS POSSIBLE FOR A MINIMUM OBSTRUCTION TO AIRCRAFT. IF THE PCU IS ESSENTIAL (INTERNAL) WITH A LIGHT UNIT, PLACE IT FARTHEST FROM THE RUNWAY. PER FAA ORDER 6850.2C, 507.A PAPI ASSEMBLIES, 507.A POWER AND CONTROL ASSEMBLY, AN EXTERNAL PCA/PCU SERVING A LED PAPI MUST BE LOCATED OUTSIDE OF THE RUNWAY OBJECT FREE AREA (ROFA).



P.A.P.I. LIGHT SIGNAL BAFFLE (RUNWAY 9 END)  
 "NOT TO SCALE"

NOTE: EACH LIGHT UNIT WITHIN A SINGLE PAPI SITE SHALL HAVE THE SAME CUT-OFF RANGE. SEE P.A.P.I. NOTE 7 THIS SHEET.