The Status Light system consists of one or two PFB flashing red LED main status lights visible from any direction of approach and on any landing heading. Additional PRL-LSM repeater lights may be placed at the helideck. If a condition exists on an installation which may be hazardous for the helicopter or its occupants a visual warning system should be installed. The aeronautical meaning of the flashing red light is either Do not land, aerodrome not available for landing or Move clear of landing area. The system may be automatically initiated by means of a remote alarm signal (by others) as well as manual activation. All exterior metal beacon parts are treated for corrosion resistance that meets the US Military Standard Salt Fog Test conducted per MIL-STD-810F, Method 509.4, Procedure I, paragraph 4.5.2.

Compliances:
- ETL Listed to UL 1598 at -55 deg C to +55 deg C
- ETL Listed to CSA C22.2 No.250.0-04 Canada
- ETL Listed to UL 1598A Marine Vessels at -55 deg C to +55 deg C
- UK CAA CAP 437 Offshore Helideck Status Light System
- Registered ISO 9001:2008
- American Bureau of Shipping (ABS) Type Approved Product
- ABS Green Passport per MEPC179 (59)
- Norman-27/DPC rev 1 2015 paragraph 0505.c

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Consists of a combination of lights as shown on page 3.
To have the PSL control unit integrated into a PHC system controller, see page 3 & file HL-4.1.1

PSL SYSTEM UNDERGOING COMMISSIONING TEST IN SINGAPORE

* Class I, Zone 2

^ Remote operation:
See details on page 2.

All external hardware is grade 316 (A4) stainless steel.
Metal castings are copper-free (< 0.4%) heat treated aluminum.
SPECIFICATION

The LED red status light system shall comply with UK CAA CAP 437. All exterior aluminum cast beacon parts shall be corrosion resistant and meet the US Military Standard Salt Fog Test conducted per MIL-STD-810F, Method 509.4, Procedure I, paragraph 4.5.2. The fixture shall be treated for marine conditions by cleaning per US Department of Defense TT-C-490 method III, pretreated with chrome-free aluminum conversion coating per US MIL-C-5541 type II, epoxy powder base coat primer and glossy polyester powder coat finish in color RAL 6003 (FED-STD-595 color #14097) dark green. Powder coating per US Department of Defense MIL-PRF-24712A type VI and oven cured. There shall be no exterior plastic parts; all shall be cast aluminum, glass and stainless steel.

The main status lights shall flash in sync if two or more are installed. For each main status light there shall also be installed a reduced intensity status light which will similarly synchronize flashing when in use. Additional repeater lights may be installed at the landing area and shall not exceed 150 mm in height. The repeater lights shall be at the reduced intensity level.

The system may be switched ON by a remote signal or manually. When ON, the system may be manually switched to reduced intensity. After 30 minutes, the system will automatically revert to normal intensity. Failure of any light will display as an alarm at the controller.

<table>
<thead>
<tr>
<th>Intensity:</th>
<th>&gt; 700 candelas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Status Light</td>
<td></td>
</tr>
<tr>
<td>Flash Rate:</td>
<td>120 per minute</td>
</tr>
<tr>
<td>Main Status Light</td>
<td></td>
</tr>
<tr>
<td>Intensity:</td>
<td>&lt; 60 candelas</td>
</tr>
<tr>
<td>Reduced Intensity Light</td>
<td></td>
</tr>
<tr>
<td>Flash Rate:</td>
<td>120 per minute</td>
</tr>
<tr>
<td>Reduced Intensity Light</td>
<td></td>
</tr>
<tr>
<td>Wattage per</td>
<td>70.2 watts Peak (AC &amp; DC)</td>
</tr>
<tr>
<td>Main Status Light</td>
<td>52.5 watts Average (AC &amp; DC)</td>
</tr>
<tr>
<td>Volt-Amps:</td>
<td>110.4 VA (120V AC only)</td>
</tr>
<tr>
<td>Input Voltage Range:</td>
<td>93 to 144 volts (120V unit)</td>
</tr>
<tr>
<td></td>
<td>176 to 264 volts (220V unit)</td>
</tr>
<tr>
<td>Temperature Rating:</td>
<td>± 55° C</td>
</tr>
<tr>
<td>Main Light Mounting:</td>
<td>4 Holes on 13.25-inch dia circle (337 mm)</td>
</tr>
<tr>
<td>Reduced Light Mounting:</td>
<td>4 Holes on 9.75-inch dia circle (248 mm)</td>
</tr>
</tbody>
</table>

Options –ROS and –ROSEX  Remote Override Station

Provides for emergency remote manual operation of the status light system. When ordered, this station uses line voltage and connects to the “RTO” terminal block in the PSL system control unit. For a third party detection system intended to automatically activate the PSL system, the detection system control wire must provide line voltage matching the PSL to the ROS. The ROS switch will normally be set in the AUTO position, but may be manually switched to ON.

Note: For PSL systems without the ROS option, the third party detection system control wire connects directly to the “RTO” terminal block in the PSL system control unit.
TYPICAL PSL CONTROL UNIT PL10870
The control unit is included in the PSL status light system catalog number. This photo at right is a “safe area” enclosure NEMA 4X for wall-mounted installation indoors or outdoors.
Class I, Division 2 (Zone 2) and ATEX & IECEx hazardous area enclosures are available.

TYPICAL COMBINATION PHC HELIDECK LIGHTING SYSTEM CONTROLLER WITH INTEGRAL PSL CONTROL UNIT
The PSL status light system control unit is integral with the PHC helideck lighting controller when ordered specifically as a combination controller. This photo at left is a “safe area” enclosure NEMA 4X for wall-mounted installation indoors or outdoors.
The PHC must be ordered with option –M for Marine Vessels and option –SL or –SLA depending on the PSL main light classification.
Class I, Division 2 (Zone 2) and ATEX & IECEx hazardous area enclosures are available.
Contact POINT LIGHTING CORPORATION for specification assistance.