

# Q-Explosion Proof HAPI System

## Certificates



## Applications

The Q-Explosion Proof HAPI System consists of a single light that provides a visual indication of the correct approach path for a helicopter.

In compliance with ICAO requirements, the Q-Explosion Proof HAPI System is located adjacent to the nominal aiming point and aligned with the preferred approach directions.

The angle of elevation setting of the Q-Explosion Proof HAPI System is easy to adjust by the built-in incline meters showing the actual angle.

The Q-Explosion Proof HAPI System is under 9.8" (25cm) in height and is therefore approved for all helideck installations, forming no obstruction for the helicopter.

## Technical Specifications: HAPI System

- Application: Offshore / Onshore
- Hazardous Area: Zone 1 and 2
- Classification: Class 1 and 2
- Light Source: LED, steady burning + flashing
- Light Color: Green 530nm and Red 630nm
- Flash Sequence: 2 Hz
- Light Intensity: 9,000 cd
- Vertical Beam Profile: as per ICAO
- Color Chromaticity: as per ICAO
- Photometry: According ICAO Annex 14 Volume II - Figure 5-11
- Enclosure: Aluminum, powder coated
- Mounting: Rigid, 8x M8
- Input Voltage: 24 Vdc via controller
- Ambient Temperature: -13°F to +140°F (-25°C to +60°C)
- In Compliance With: ICAO Annex 14, Volume II
- Cable to Control: 197' (60m) (included)
- Consumption: 50 Watt
- Life Expectancy: 100,000+ hours
- IP Index: IP 66
- Weight: 48.5 lb. (22 kg)
- Dimensions: 25.8" x 14.25" x 9.4" (655x362x238mm) (LxWxH)
- Packaging Dimension: 31.5" x 15.75" x 15.75" (800x400x400mm) (LxWxH)

## Technical Specifications: HAPI Control System

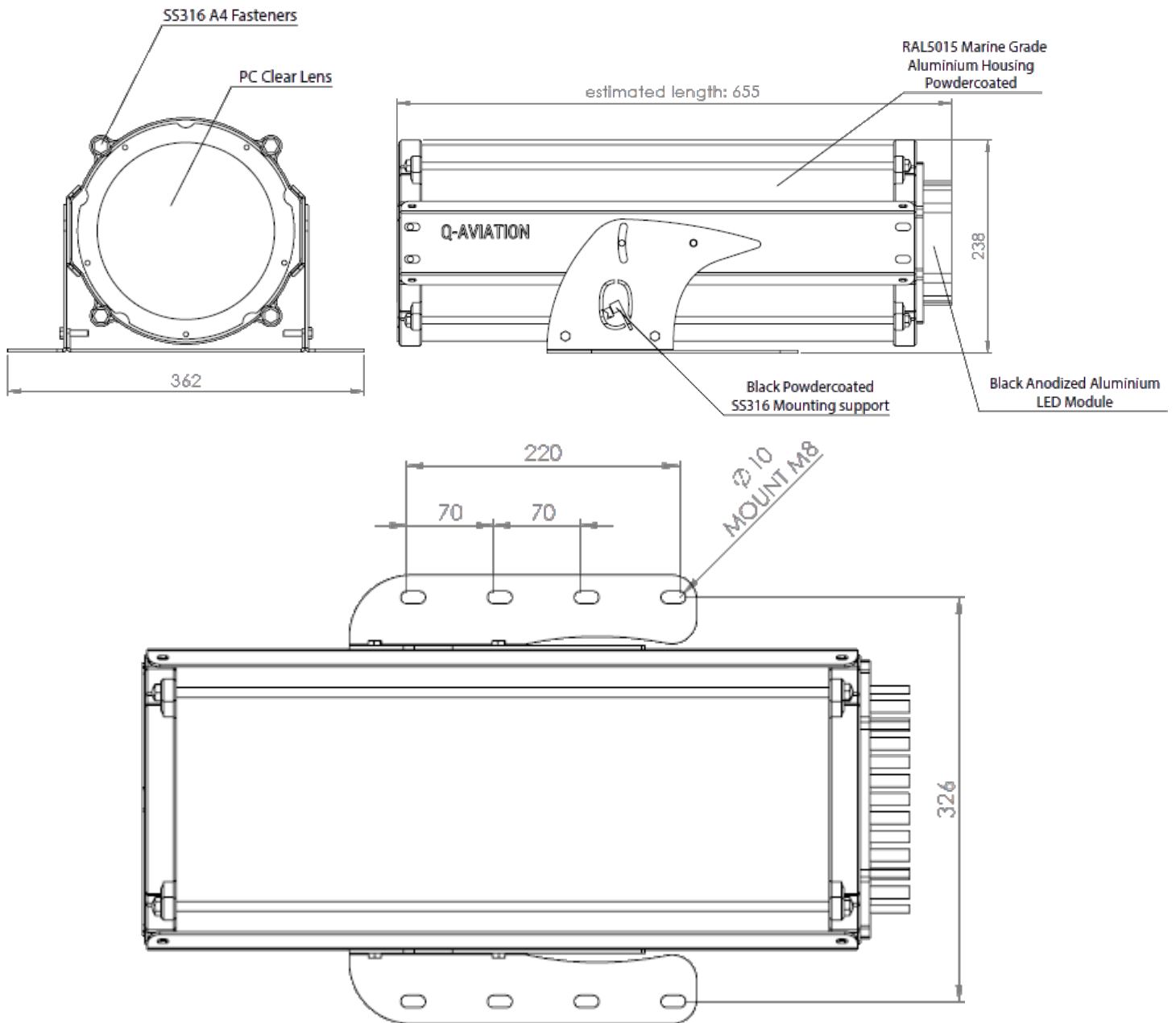
- Application: Offshore / Onshore
- Hazardous Area: Zone 1 and 2
- Classification: Class 1 and 2
- Marking: Ex db IIB T5 Gb



## Ordering Codes

Part Number
Q72RI01: Q-Explosion Proof HAPI System
Q72RI01C: Q-Explosion Proof HAPI Control System

### Dimensions



**HAPI Light**

The Q-HAPI System has a module with lights that has a lens system that divides the light into 4 separate segments:

1. **Flashing Green Light** = Helicopter above the optimal approach slope (too high)
2. **Steady Green Light** = Helicopter on the slope
3. **Steady Red Light** = Helicopter slightly below the optimal approach slope (slightly too low)
4. **Flashing Red Light** = Helicopter below the optimal slope (too low)

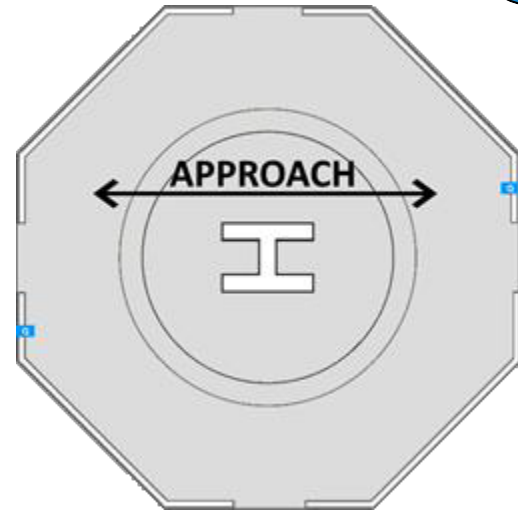
Depending on the viewing angle of the pilot in relation to this system, he sees either the Flashing Green or the Steady Green or the Steady Red or the Flashing Red light.

The signal repetition rate of the flashing sectors must be greater than 2 Hz. In accordance with ICAO, the HAPI is capable of adjustment in elevation at any desired angle between 1 and 12 degrees above the horizontal with an accuracy of +/- 5 minutes of arc. The Q-HAPI System will switch off automatically when the vertical misalignment of a unit exceeds ±0.5 degrees (±30 minutes).

**Offshore / Onshore Usage**

In compliance with ICAO requirements, the Q-HAPI System must be located adjacent to the nominal aiming point and aligned in azimuth with the preferred approach directions.

The angle of elevations setting of the Q-HAPI System must be such that, during approach, the pilot of the helicopter observing the upper boundary of the "below slope" signal (flashing red) clears all objects in the approach area by a safe margin. The Q-HAPI System is under 9.8" (25cm) in height and is therefore approved for all offshore helideck and onshore applications.



**Unique Design**

The Q-HAPI is designed for the Onshore and Offshore market and comes with full ICAO certification. The HAPI has a height of 9.8" (25cm) and is therefore fully approved for all applications. Thanks to its smart design and built-in incline meters, the Q-HAPI is the only product in the market that is fully approved for helipads, heliports and helidecks.

**Lighting Assemblies**

The Q-HAPI is very easy to adjust on site and is designed to be visible during day and at night.

The intensity of the Q-HAPI can be manually switched during nighttime or daytime to the following: 10% (ICAO), 30% (ICAO), 100% for daylight intensity.

