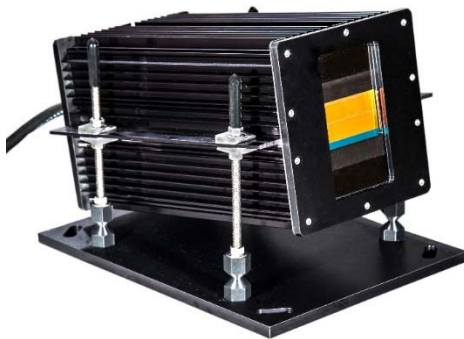




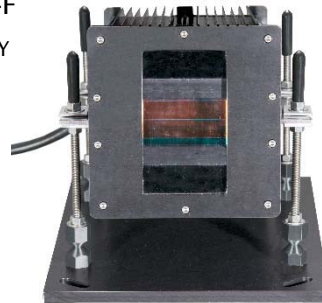
POINT HELIPORT LIGHTING HAPI LED HELICOPTER APPROACH PATH INDICATOR

Compliances: ETL Listed to UL 1598A Marine Vessels, IP66 & IP67
 ETL Listed to CSA C22.2 No. 137-M1981 & No. 250.0-08 Canada
 ETL Listed to UL 1598 at -40 deg C to +55 deg C
 Class I, Division 2, Groups A B C D, T5 at -40 deg C to +55 deg C
 Class I, Zone 2, Groups IIA IIB+H2 IIC, T5 at -40 deg C to +55 deg C
 ICAO Annex 14, Volume II, Chapter 5
 FAA AC 150/5390-2C, paragraphs 219, 318 & 418
 ONGC (India) FS-4044, paragraph 6.6
 Registered ISO 9001:2015

- HAPI is for pilot visual slope guidance on heliports & offshore helidecks.
- One HAPI system is for one helicopter approach path.
- Installed on the side opposite the approach, facing across the landing area.
- Digital leveling & aiming by means of a hand held field programming device.
- Alarms & brightness control are standard.



HAPI-89001-1-F
ENHANCED SAFETY



HAPI SIGNALS:



Flashing – Above Slope



On Slope



Slightly Below Slope



Flashing – Below Slope

VIEW OUR YOUTUBE FLIGHT TEST VIDEO OF
THE HAPI & VAGS SYSTEMS:

<https://youtu.be/Snmx5vEYuCQ>

Please follow Point Lighting Corporation on:

FACEBOOK INSTAGRAM YOUTUBE LINKEDIN



Important Note: The HAPI system is a visual slope guidance aid to assist the pilot in aligning the aircraft for approach to landing. It does not replace the pilot's judgment, skill and responsibility to land the aircraft safely with or without this visual aid.



POINT HELIPORT LIGHTING HAPI LED HELICOPTER APPROACH PATH INDICATOR

HAPI – What is it?

Provides visual vertical slope guidance to the helicopter pilot to stay on course. The HAPI is an additional VFR safety aid to navigation at a critical time while landing.

What does the signal look like?

Green & red, steady & flashing with sharp transitions based on a locally set approach angle.

Are there moving parts and what about the height?

Unlike our competitors, there are no moving parts and we meet the 25 cm height limitation that ICAO specifies at the FATO perimeter.

What is the technology?

State of the art LED arrays & proprietary power supplies. Precise engineered optical reflectors.

When is this useful for a heliport?

Most heliports have a preferred approach for various reasons, sometimes two. It is always helpful. Especially in urban settings, on elevated heliports, when there are tall trees, a hill or buildings in the approach. The HAPI can have the angle set so the aircraft will clear an obstruction. Combined with the separate VAGS system, the pilot can stay vertically and horizontally aligned on the correct approach path. Any engineer or pilot who watches our flight test video of the HAPI and VAGS systems will clearly see their usefulness to improving safety.

What is the origin of this type of heliport approach system?

The international aviation standard ICAO Annex 14, Part II specifies these systems in great detail and we are fully compliant. The HAPI is optional but common in many parts of the world including Mexico. The specification has been in place for decades, but the Point Lighting application of LED and electronic technology is new.

What does FAA say about heliport approach guidance?

FAA does not emphasize the use of slope and alignment guidance for heliports to the extent they do for airports, but we believe there is great value to the HAPI and VAGS systems for enhanced safety.

FAA Advisory Circular 150/5390-2C states recommended practices for heliport lighting.

Paragraph 418 states:

“Visual glideslope indicators (VGSI). A VGSI provides pilots with visual vertical course and descent cues. Install the VGSI such that the lowest on-course visual signal provides a minimum of 1 degree of clearance over any object that lies within 10 degrees of the approach course centerline.....A VGSI is an optional feature. However, provide a VGSI if one or more of the following conditions exist, especially at night:

- (1) Obstacle clearance, noise abatement, or traffic control procedures require a particular slope to be flown.
- (2) The environment of the heliport provides few visual surface cues.”

What does Transport Canada say about heliport approach guidance?

Transport Canada CAR Part III, Standard 325 specifies the HAPI as an optional navigation aid for heliport approaches per paragraph 325.33.3.

Where is this product manufactured?

Made in USA. Point Lighting is an FAA approved and inspected facility and ours is the only HAPI manufactured in North America. Our HAPI is the only one compact enough to meet any obstruction free area around a heliport no matter how little space they have.