obsta®

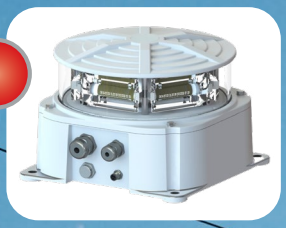
RELIABILITY IN OBSTRUCTION LIGHTING




OBSTRUCTION LIGHTING FOR POWERLINES

www.obsta.com

DAY & NIGHT MARKING FOR TOWERS HIGHER THAN 45M



OFD Medium Intensity
White & Red at top level

White during daytime and red during night

- Type A & B compliant to ICAO, CAA
- Hard Glass and Aluminium. IP66 verified
- Easy installation with only captive parts
- Surge protection included
- Optional GPS interface for synchronisation
- 30cm diameter x 30cm height - Weight: 11 kg

or

OFC Medium Intensity
Red Only at top level

- Type B & C compliant to ICAO, CAA and FAA L-864
- Hard glass and aluminium. IP66 verified
- Easy installation with only captive parts
- Very low consumption
- Optional GPS interface for synchronisation
- Dimensions: 20cmx20cmx20cm - Weight: 5 kg

> 45M

NAVILITE (optional) Low intensity
Red at intermediate level

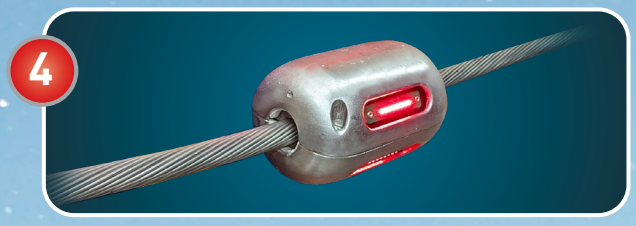
- Type A & B compliant to ICAO, CAA
- Very compact with one mounting screw
- 64 LED in redundancy, resin molded
- Fully waterproof (IP67)
- No corrosion
- 6cm diameter x 10cm height - Weight: 370g

SOLAR KIT
Autonomous power supply

- Size calculated from localization and options
- Long life solar gel batteries
- Initial capacity with at least 6 days of autonomy
- Protection of the battery against deep discharges
- Surge protection

HVLITE - CONDUCTOR WARNING LIGHT LED & Induction

Type, Night Time every 70m nearby airport, 105m othewise

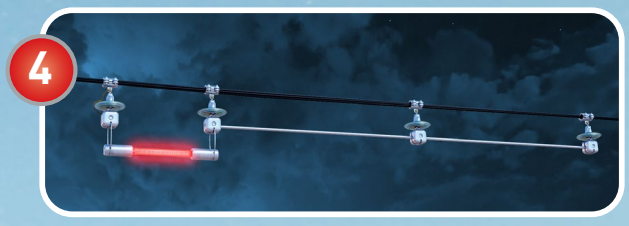


- Versions from 11 kV to 550 kV
- ICAO compliant Low Intensity Red steady-burning light
- Only 2 halves of anodized aluminium
- Most effective form factor against vibrations and wind
- 4 captive screws for assembly in few minutes
- Inductive power supply requiring 10 A

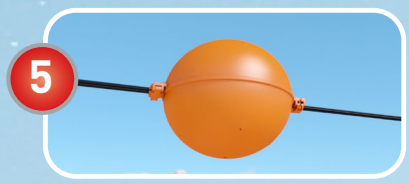
or

BALISOR - CONDUCTOR WARNING LIGHT

Neon & Capacitive Type



- Versions from 60 kV to 550 kV
- ICAO compliant Low Intensity Red steady-burning light
- Hard glass cold neon discharge tube
- OBSTA patented and manufactured from 1938
- No maintenance through decades
- Light intensity independant from current



or

PLASTIC WARNING SPHERE 600MM

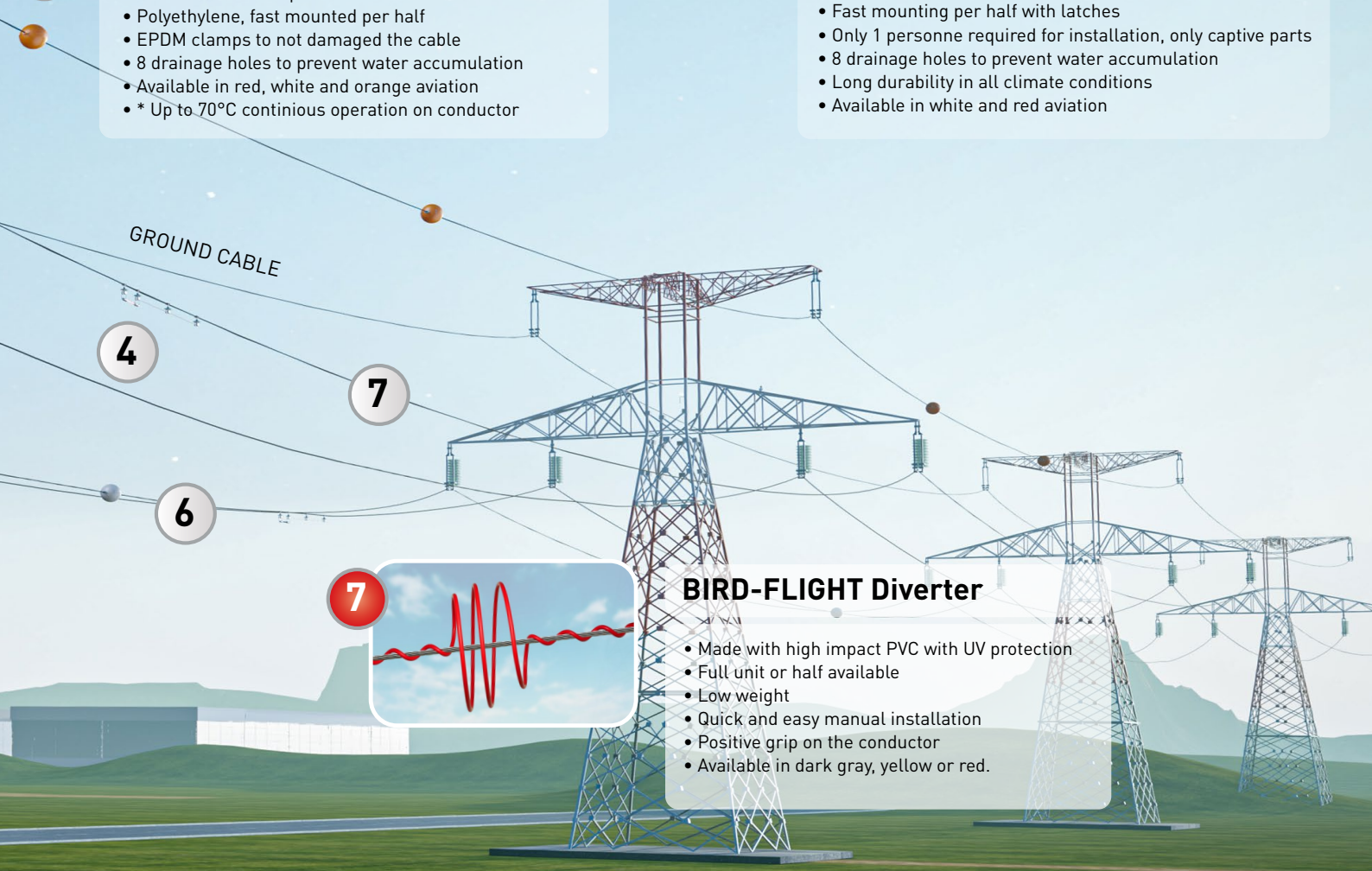
Every 30M on OPGW or conductor up to 132kV*

- ICAO and CAA compliant
- Polyethylene, fast mounted per half
- EPDM clamps to not damaged the cable
- 8 drainage holes to prevent water accumulation
- Available in red, white and orange aviation
- * Up to 70°C continious operation on conductor

ALUMINIUM WARNING SPHERES 600MM

Every 30M on power cables up to 400 kV

- ICAO Compliant
- Fast mounting per half with latches
- Only 1 personne required for installation, only captive parts
- 8 drainage holes to prevent water accumulation
- Long durability in all climate conditions
- Available in white and red aviation



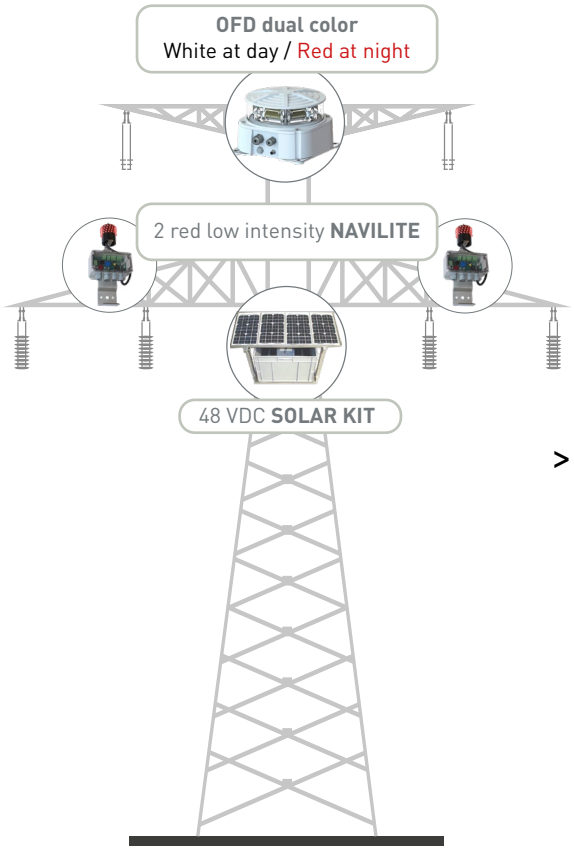
BIRD-FLIGHT Diverter

- Made with high impact PVC with UV protection
- Full unit or half available
- Low weight
- Quick and easy manual installation
- Positive grip on the conductor
- Available in dark gray, yellow or red.

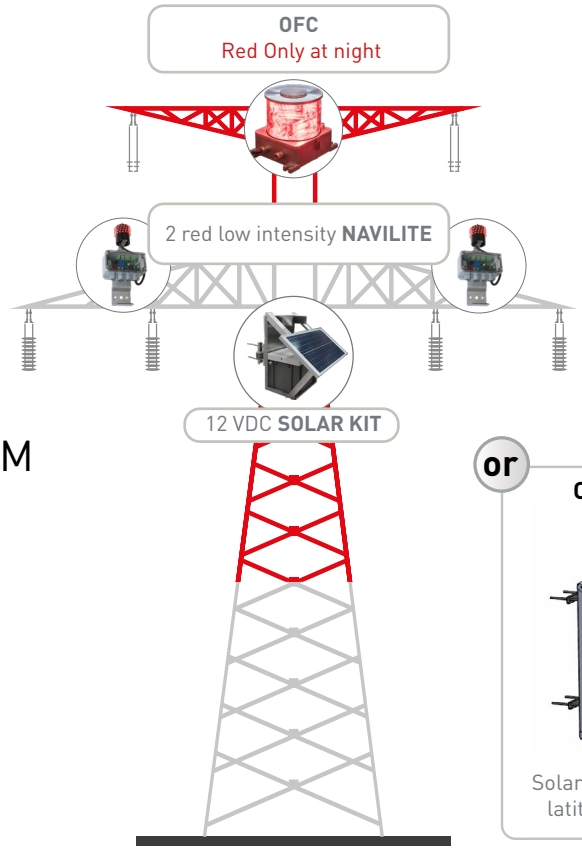
RELIABILITY IN OBSTRUCTION LIGHTING

SUMMARY OF ALL CONFIGURATIONS
According to ICAO Chapter 6 Annex 14

TOWER WITHOUT PAINT MARKING*
White at day / Red at night required



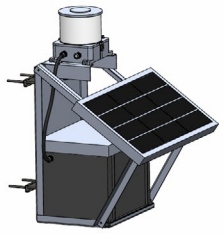
TOWER WITH PAINT MARKING
Red at night only required



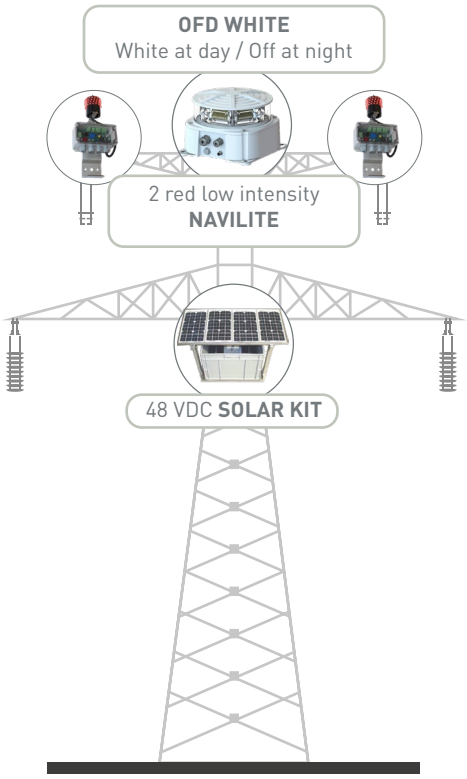
> 45M

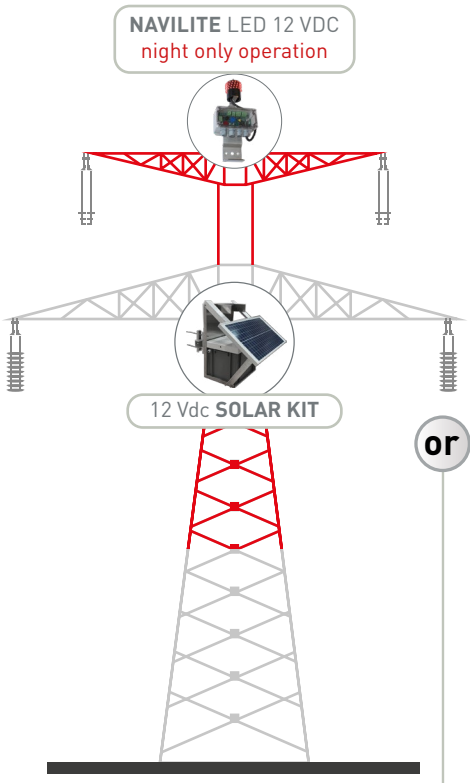
or

COMPACT KIT



Solar kit size depends on latitude and longitude





< 45M

or

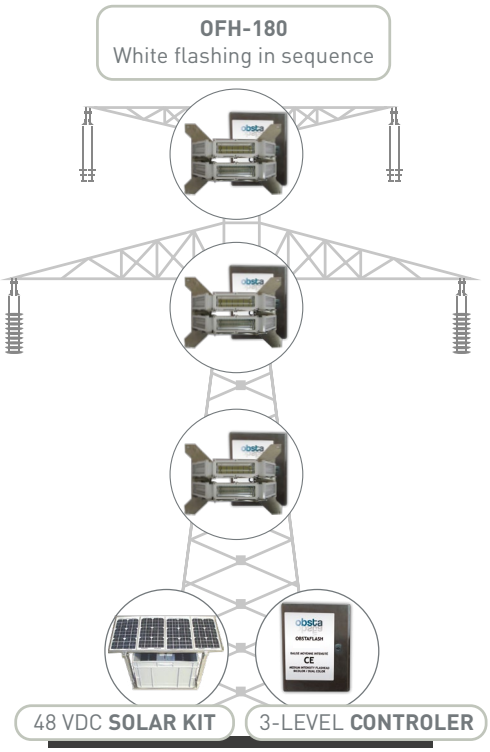
COMPACT KIT

Solar kit size depends on latitude and longitude

* White flashing lights during daytime eliminates the need of white and red painted stripes

ALTERNATIVES WITH 3 LEVELS FOR TOWERS ONLY

ICAO Annex 14. «When it has been determined that an overhead line needs to be marked but it is not practicable to install markers on the wire, then high-intensity obstacle lights Type B, should be provided on their supporting towers.»



or

OFC
Red Only at night only

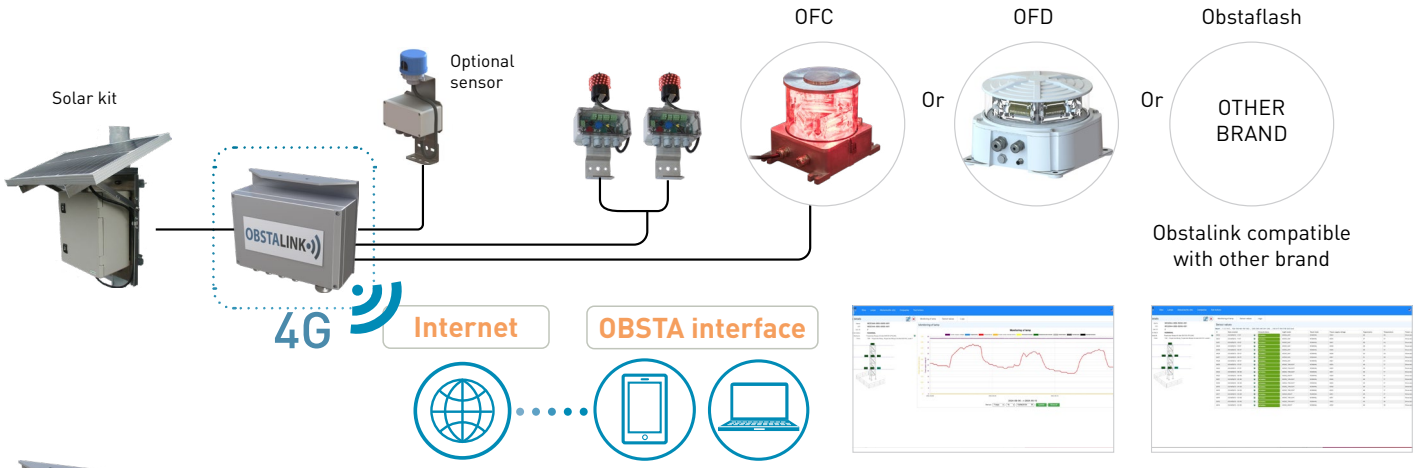
If an aeronautical study and local civil aviation confirms

They shall be located at three levels:

- at the top of the tower
- at the lowest level of the catenary of the wires or cables
- at approximately midway between these 2 levels

They should be commanded to flash sequentially;
first the middle, second the top and last, the bottom light.

REMOTE CONTROL



This IOT gateway is designed to monitor and control aviation warning lights remotely on a dedicated web server. This IOT gateway is compatible with most of aviation warning lights on the market

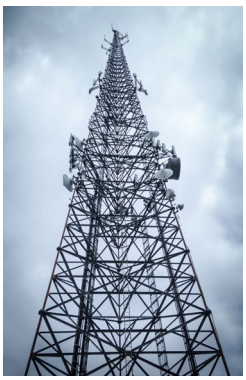
- Periodic control of obstruction lighting system typically every 30 minutes
- Control of the power consumption up to 3 obstruction lights (or group of obstruction lights)
- Control of the dry alarm contacts (normally close or normally open) if available from the lamps
- Control of the power source and ON/OFF capability
- Control of day/twilight/night status from photocell if available
- Super capacitor in case of power failure allowing to send an ultimate alarm message
- Alarm threshold settings on the server

RELIABILITY IN OBSTRUCTION LIGHTING

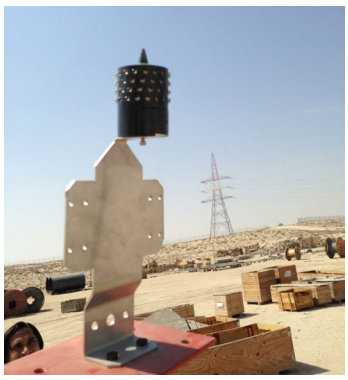
EGYPT, Ain Sokhna

CHINA, Hong Kong

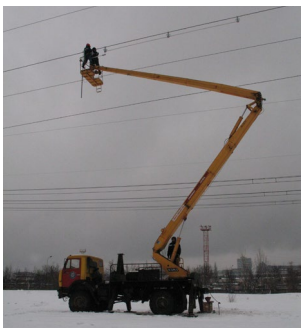
USA, Texas



UAE, Abu Dhabi



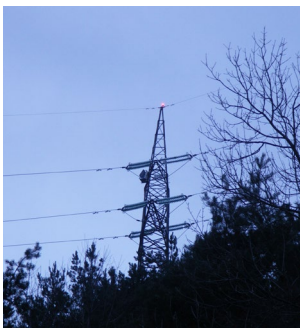
RUSSIA, Moscow



USA, Washington

ALGERIA, Algiers

ROMANIA



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