HAPI is a system for use as visual slope guidance on heliports and offshore helidecks. One HAPI system is for one helicopter approach path. It is installed on the side opposite the approach, facing across the landing area. Digital leveling and aiming by means of a hand held field programming device. This may also program the alarm tolerances.

### Point Type — Voltage — Classification — Form* — Options

<table>
<thead>
<tr>
<th>HAPI-89001</th>
<th>1: AC, 96-264V 50/60 Hz</th>
<th>(blank): Safe Area</th>
<th>F: Frangible</th>
<th>See page 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3: 24 volts DC</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The frangible universal mounting is less than 25 cm tall when installed. Frangible mounting includes four threaded legs with frangible couplings, mounting plate & anchor bolts. The HAPI includes a 3m cable loop as standard.

**HAPI SIGNALS:**
- Flashing – Above Slope
- On Slope
- Slightly Below Slope
- Flashing – Below Slope

**Weights:**
- Light Unit: 25 lbs. (11.3 kg)
- Hardware Kit: 15 lbs. (6.8 kg)
- ROS/ROSW: 15 lbs. (6.8 kg)
- PLS Assembly: 12 lbs. (5.4 kg)
- PLS Assembly: 14 lbs. (6.4 kg)

**Dimensions:**
- L: 15.5 (394) inches (mm)
- W: 12.0 (305) inches (mm)
- H: 9.5 (241) inches (mm)

**Power Use:**
- 70 watts 75 VA

**Adjustment:**
- 0° to 15°

**Brightness Control:**
- Three (3) steps

**Alarms:**
- Flasher Failure
- LED Array Failure
- Alignment

**Complies:**
- 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

**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.

HL270 November, 2019
## Options & Accessories

<table>
<thead>
<tr>
<th>EX</th>
<th>Hazardous Area Class I, Division 2 (Zone 2) HAPI unit.</th>
</tr>
</thead>
<tbody>
<tr>
<td>JBX</td>
<td>Junction Box Class I, Division 2: For mating the cable loop connection at the HAPI-EX with contractor supplied conduit/cabling to the remote mounted PHC, ROS or ROSEX.</td>
</tr>
<tr>
<td>PHC</td>
<td>See PHC system controller data file HL411PHC. HAPI operation requires either a PHC controller with option –HC or one of the –ROS options below must be added to the HAPI.</td>
</tr>
<tr>
<td>ROS</td>
<td>Remote Operator Station: Includes ON-OFF switch, brightness control, surge protection, alignment alarm indication and remote alarm contacts in a NEMA 4X (IP66) enclosure.</td>
</tr>
<tr>
<td>ROSW</td>
<td>Remote Operator Station Wireless: Same as –ROS plus wireless ON-OFF operation via a key fob operating at 868 MHz when set in the AUTO position. The fob is paired to the HAPI ROS. Note that the ROSW unit is hardwired to the HAPI; only the key fob operation is wireless.</td>
</tr>
<tr>
<td>ROSEX</td>
<td>Same as –ROS except Class I, Division 2 (Zone 2) &amp; NEMA 4X (IP66) enclosure. It is available as –ROSWEX wireless operation.</td>
</tr>
<tr>
<td>SS</td>
<td>Stainless Steel 316L enclosure when used with –ROS or –ROSW.</td>
</tr>
<tr>
<td>GS</td>
<td>Gyro-Stabilized Mounting (safe area only)</td>
</tr>
<tr>
<td>PLB</td>
<td>Adds the PLB-40300 wiring junction box recessed in the pavement with baseplate &amp; cable gland for the HAPI’s standard cable loop. For land-based installations only and may be used with rigid or frangible HAPI system.</td>
</tr>
<tr>
<td>PLS</td>
<td>Same as option –PLB except uses the PLS-40304 shallow wiring junction box.</td>
</tr>
</tbody>
</table>

### Recommended or Required Accessories

<table>
<thead>
<tr>
<th>Required</th>
<th>PL11248-HAPI Programmer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This handheld device is required to install and maintain the HAPI system. It plugs into the HAPI unit to set the leveling and the aiming angle.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Optional</th>
<th>PPC-40700-1-34T Photoelectric Control</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FAA photoelectric control used with ROS set in AUTO position.</td>
</tr>
</tbody>
</table>

View our YouTube flight test video of the HAPI & VAGS Systems

Please follow Point Lighting Corporation on:

Facebook Instagram YouTube LinkedIn
**Point Heliport Lighting**

**HAPI LED**

**Helicopter Approach Path Indicator**

**HAPI Unit Side View**

Frangible Mounting

**HAPI Leg Assembly Detail**

Showing beveled washers for positive mechanical contact

**Typical Standalone Frangible Installation**

Direction of Aircraft Approach

**Remote Operator Station (-ROS)**

or as -ROSW with optional Wireless Control

- **11.3 (287) W**
- **13.3 (339) H**
- **5.6 (142) D**

NEMA 4X Fiberglass IP66

Anchor bolts are included

**Power wires must be a minimum of #14 AWG conductor size and the data wires a minimum of #16 AWG**

for a maximum distance of 250-ft (76m) between the ROS and the HAPI light unit’s cable loop.

* The 3-meter cable loop consists of seven (7) conductors all #16 AWG: Line-Neutral-Ground and four (4) data wires.
Plugs into the rear of the HAPI unit for leveling and for setting of the aiming vertical angle.
This option is used for a HAPI light unit installed on a mobile marine vessel. The gyro unit stabilizes on the Bank (X) and Elevation (Y) axis so that the mounting arm with HAPI unit will always stay level, regardless of the motions of the vessel.

Adds 28 lbs (12.7 kg) to the weight of the HAPI light unit.
AIMING:

If the HAPI system is installed with a VAGS system, both systems should be aimed at the same vertical angle. We recommend an On Slope vertical angle setting between 5 and 10 degrees. The HAPI angle must be set so the transition line to flashing red allows the aircraft to clear any obstacles in the approach path.

Not to Scale