

Items in Blue are set by Aerodrome Authority; Items in Green are set by Topography;	Minimum Eye Height over Threshold (MEHT)	Beam height above Threshold	MEHT angle, in decimal degrees	Angle of individual units, in decimal degrees	Optimum Glideslope, in decimal degrees (θ)	PAPI Top above GL (max permitted is 0.9)	Lens above GL	Average GL across unit bases	GL at each base position	Height difference Threshold to OCL	Optical Centre of Lens (OCL)	Threshold Height	Distance from PAPI units to Threshold	Unit designation	Set OCL above Average GL	Desired MEHT	Desired Glideslope in Degrees and Minutes (θ)
										1.8435	81.343	79.50	319.50		0.6	17	3
		15.33		2.4167		0.8475	0.7725		80.57					PD225			0
reen are so	17.00		2.7167														
set by Topo		17.19		2.75		0.7275	0.6525		80.69					PD245			
graphy;					ω			80.743									
		19.99		3.25		0.6175	0.5425		80.80					PD315			
		21.85		3.5833		0.5075	0.4325		80.91					PD335			

Items in Magenta to be set by PAPI designer;

Items in Black and Red are by Excel calculation

The Table above is derived from the full Table as shown in Table 8.1 of the design document, with all the lines of the calculations hidden.

clearance) is approximately 10m. 14m. That implies that a minimum wheel clearance of 6m is required. Generally for medium to large aircraft H1 is 8m on average. Hence for the above MEHT - H1 (the wheel From Table 2 of RA 3515(8), we will assume that the eye-to-wheel height is between 8 and

predominates on the approach shall be given to the designers For both the ILS and PAPI systems the parameters of the selected largest aircraft that

AAA of the aircraft. This distance will vary depending on the exact type of aircraft and to a lesser extent the

Zero Datum Line

the pilot's eye, assuming that the beam origins are at the same height. CAP 168 goes on give some examples of displacement distances for various aircraft and a Glideslope of 3 of displacing the PAPI origin by taking into account the distance between the ILS aerial and Both RA 3515 (8) and CAP 168 discuss harmonisation of visual and radio sy ystems in terms 168 goes on to

to the given Reference Datum Height (RDH) of the ILS beam at the Threshold to produce the MEHT figure for the PAPI. calculations and an alternative to this method is to add the distance of eye-to- aerial (H1-H) However, if the beam origins are not at the same height it adds a further variable to the

This will harmonise the MEHT of the PAPI to the RDH of the ILS

height and ground heights of PAPI to be taken into account. Both systems have tolerances of information and to improve the match between the two systems, the on-slope sector of the PAPI system is widened from 20 to 30 minutes of arc. To calculate the positions of the PAPI will require height differences betwee n Threshold

Infrastructure Defence Organisation

ADDRESS

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PROJECT

AGL Design Guide Typical Drawings

Regulation RA 3515(8) applies

NOTES

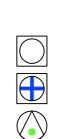
YEY

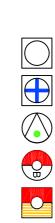


PAP



White (or Clear) - None Red - Solid Blue - A Cross Green - Small Circular Solid Disc Yellow - Stripes Blank - Letter B. The visible colours from the light fixture shall be:





ISSUE/REVISION



SHEET TITLE 5 Sep 20 DATE DESCRIPTION

PAPI Setting Out Schematic

SHEET NUMBER

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