

Reserved for the STAC	Code					
	Contract n°					
Product code						
Model						
Brand						
Luminous source(s)	Model					
	Brand					
	Number					
	Halogen / LED / other (préciser) ?					
	Fixed / Flashing ?					
	Color					
Inset / Elevated ?						
Nominal electrical supply voltage or intensity						
Lighting feature(s) <i>Please choose among the lighting features listed on annex 3</i>						

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Annex 1 : General terms and conditions

The conditions for the admissibility of a tests application for any light / sign / panel are the following :

- signing of its related tests contract(s) (written by the STAC, upon receipt of an application form) by both parties,
- receipt by the STAC of the documents and equipment listed below, within the time period mentioned in the test contract(s) and in accordance with the terms and conditions set out below.

Any incomplete application will be returned. Before applying, the applicant may contact the STAC by email at the address mentioned on page 1 of the application form.

Required documents and equipment (per product to be tested)

> List

Technical documentation

The technical documentation of any product to be tested shall contain the information below. The results of any test which has already been carried out may also be provided.

Product to be tested	Information contained by the technical documentation	
Aeronautical light	<ul style="list-style-type: none"> • Light source(s) : model, brand, number, type (halogene, LED...) • Optical components : prisms, glass, lens, filters... • Optical centre position • Body • Seals • Connections • Setting instructions • Electrical insulation resistance 	<ul style="list-style-type: none"> • Operating and maintenance instructions • Operating temperature range • Nominal electrical supply voltage or intensity • Electrical protection index • Electrical insulation class • Frangible or non-frangible type
Aeronautical luminescent sign / pannel	<ul style="list-style-type: none"> • Light source(s) : model, brand, number, type (halogene, LED...), schema • Voltage converter : model, brand, conversion range • Front surface : material, manufacturer, model • Inner coating : material, manufacturer, model 	

Sample number and other equipment

The required sample number and the other required equipment per product to be tested are mentioned in its related tests contract(s). The table below is given for information purposes only.

Product to be tested		Inset light		Elevated light		
		Airport lighting	Heliport lighting	Aiport or heliport lighting (except PAPI and HAPI)	PAPI HAPI	Obstacle and wind turbine lighting
Required equipment		5	4	3	2	
Sample number		X				
Support structure				X (if any)		
Support structure (for a vertical mounting)				X (if any)		
Specific device / tool	Vertical / Horizontal setting			X (if any)		
	Power supply			X (if any)		

Product to be tested		Luminescent pannel or sign			
		Heliport lighting	Airport lighting		
Required equipment			No entry	08 – 26	← A B ↑
Sample number		2	1		
Spare parts (including for light sources)		X			
Specific device / tool	Mounting				
	Power supply	X (if any)			

Furthermore, the product samples to be tested shall comply with the following requirements:

- be identified by a serial number and bear CE marking,
- be compliant with the standards and the regulations in force in the area of health and safety at work,
- be in operable condition,
- be ready for a vertical mounting, if appropriate,
- be ready for work.

> Checks

When receiving the product samples to be tested, the STAC checks their number, checks that they have not been damaged and that they work. Then, the STAC acknowledges receipt, mentioning any damage or defect, if necessary.

> Transport

The transport (including the delivery and the return) of any light / sign / panel is at the expense and risk of the applicant. Please use the address mentioned on page 1 of the application form.

Annex 2 : Additional information

Financial terms

The tests carried out by the STAC are free of charge.

Tests

The tests carried out by the STAC on any light / sign / panel are mentioned in its tests contract(s). Only the photometry and the colorimetry tests at 23°C are systematically performed on each of the provided samples.

Deliverables

At the end of the tests, the STAC provides the applicant (or the addressee mentioned on page 1 of the application form) :

- one or several tests reports,
- a letter indicating the compliance or non-compliance of each tested light / sign / panel,
- if appropriate, for each tested light / sign / panel, a certificate of compliance or an approval in French and courtesy version in English.

A certificate of compliance or an approval is issued for each light / sign / panel compliant with the technical specifications in force, for a given lighting type and a given colour. Consequently, the STAC shall be kept informed by the applicant about any change made to a certified or approved light / sign / panel, whether optical, electrical or structural.

Please note that measurement uncertainties are given for information purposes only.

One tested sample being kept as a control sample

For any tested lights, any tested panels and only for no entry tested signs, the STAC keeps for 10 years, as a control sample, the sample on which only the photometry and the colorimetry tests at +23°C were performed. This sample may be used for further tests. The other samples are taken back by the applicant, once tests are completed.

Responsibilities

The STAC is responsible for the storage of any light / sign / panel to be tested, once received on its premises. The STAC shall follow its operating instructions given by the applicant when testing it. The applicant will cover any damage to the staff or to the facilities of the STAC which may occur when testing the light / sign / panel despite following its operating instructions.

No compensation will be awarded to the applicant for the damage suffered. The STAC can not be held responsible for the following damages to or defects in the light / sign / panel :

- damages occurred during its transport (to and from the STAC),
- defects found when being checked by the STAC, after reception and before testing,
- unintentional damages occurred when being tested by the STAC.

Protection of intellectual property – Confidentiality of tests results

The STAC shall protect the intellectual property and keep confidential any information related to a tested product he may know as a result of testing it.

Furthermore, the STAC shall not disclose tests results to any third party outside the DGAC.

Annex 3 : Tested lighting features

Airport lights	Obstruction lights	Heliport lighting systems	Airport luminescent signs
Approach, side row	Low intensity, type A	Trouée unique	No entry (RVR < 800 m)
Approach, centre line (fixed) / crossbar	Low intensity, type B	Heliport approach	No entry (RVR ≥ 800 m)
Approach, centre line (flashing) / runway threshold identification	High intensity, type A, twilight	Heliport beacon	Runway designation 08 - 26 (RVR < 800 m)
Approach, PAPI	High intensity, type A, day	FATO	Runway designation 08 - 26 (RVR ≥ 800 m)
Runway, centre line (longitudinal spacing : 15 m, cat I or II)	High intensity, type A, night	Aiming point	Taxiways A and B directions (RVR < 800 m)
Runway, centre line (longitudinal spacing : 15 m, cat III)	High intensity, type B, twilight	TLOF (light)	Taxiways A and B directions (RVR ≥ 800 m)
Runway, centre line (longitudinal spacing : 30 m)	High intensity, type B, day	TLOF (luminescent panel)	
Runway, threshold wing bar	High intensity, type B, night	Heliport taxiway, centre line	
Runway, edge (non-precision approaches)	Medium intensity, type A, day	Heliport taxiway, edge	
Runway, edge (precision approaches, width : 45 m)	Medium intensity, type A, night	HAPI	
Runway, edge (precision approaches, width : 60 m)	Medium intensity, type B		
Runway, edge (night VFR)	Medium intensity, type C		
Runway, end (non-precision approaches)			
Runway, end (precision approaches)			
Runway, end (night VFR)			
Runway, end/threshold (precision approaches)			
Runway, end/threshold (non-precision approaches)			
Runway, rapid exit indicator (longitudinal spacing : 15 m, cat I ou II)			
Runway, rapid exit indicator (longitudinal spacing : 15 m, cat III)			
Runway, rapid exit indicator (longitudinal spacing : 30 m)			
Runway, threshold (non-precision approaches)			
Runway, threshold (precision approaches)			
Runway, threshold (night VFR)			
Runway, TDZ / simple TDZ			
Runway, take-off hold : THL			
Taxiway, centre line (with A-SMCGS, curved sections)			
Taxiway, centre line (with A-SMCGS, straight sections, narrow beam)			
Taxiway, centre line (with A-SMCGS, straight sections, wide beam)			
Taxiway, centre line (without A-SMCGS, RVR < 350 m, curved sections)			
Taxiway, centre line (without A-SMCGS, RVR < 350 m, straight sections, narrow beam)			
Taxiway, centre line (without A-SMCGS, RVR < 350 m, straight sections, wide beam)			
Taxiway, centre line (without A-SMCGS, RVR ≥ 350 m, curved sections)			
Taxiway, centre line (without A-SMCGS, RVR ≥ 350 m, straight sections)			
Taxiway, stop bar / no entry bar (with A-SMCGS, curved sections)			
Taxiway, SB / NEB (with A-SMCGS, straight sections, narrow beam)			
Taxiway, SB / NEB (with A-SMCGS, straight sections, wide beam)			
Taxiway, SB / NEB (without A-SMCGS, RVR < 350 m, curved sections)			
Taxiway, SB / NEB (without A-SMCGS, RVR < 350 m, straight sections, narrow beam)			
Taxiway, SB / NEB (without A-SMCGS, RVR < 350 m, straight sections, wide beam)			
Taxiway, SB / NEB (without A-SMCGS, RVR ≥ 350 m, curved sections)			
Taxiway, SB / NEB without A-SMCGS, RVR ≥ 350 m, straight sections)			
Taxiway, runway entrance : REL (straight sections)			
Taxiway, runway entrance : REL (curved sections)			
Taxiway, edge			
Low intensity runway guard (configuration A)			
Low intensity runway guard (configuration B)			
High intensity runway guard (configuration A)			
High intensity runway guard (configuration B)			

Key :

TDZ : Touchdown zone
 THL : Take-off hold light

A-SMCGS : Advanced surface movement guidance and control system

RVR : Runway visual range

SB : Stop bar

NEB : No entry bar

REL : Runway entrance light

FATO : Final approach and take-off

TLOF : Touchdown and lift-off area