

Survivolite™ Helicopter Emergency Egress Lighting System



features

- Meets MIL-STD 3009
- $\pm 65^\circ$ viewing angle
- Meets STANAG 3870 requirements of 10cd/metre of lighted length in both air and water
- Integral press to test functionality
- Multiple trigger sources (Inertia, Water, Aircraft Generator voltage)
- Self-contained battery charger and replaceable battery pack

benefits

- Visible through dense smoke and turbid water
- High intensity LEDs minimise absorption and scatter and maximise optical penetration
- Self powered system
- Integrates with Cockpit ARM/DISARM control switch
- System meets and exceeds 10 mins operating requirement
- Charge time <1hr
- Operates under 50feet submersion in water
- Operating Temperature range -54°C to +70°C

qualification

- EMC Qualification Tests : MIL-STD-461F
- Power Input Qualification Tests: MIL-STD-704A (MIL-HDBK-704-8)
- Environmental Qualification: MIL-STD-810G

Survivolite™ Helicopter Emergency Egress Lighting System

The Oxley Survivolite™ is designed for use on military and civilian helicopters to provide visual guidance to an escape hatch from any location inside the fuselage of a crashed or ditched aircraft.

The Oxley system typically comprises of the following components and configuration is amended to suit individual aircraft requirements:

- Control Unit - one per exit
- Inertia switch - one per Aircraft
- Water Switch - two per Aircraft, high and low locations
- LED Lighting Pods - 5-12 pods per exit
- The system integrates with 2 x Aircraft Generator Signals and a cockpit mounted select switch.

Escape hatches are often on aircraft doors, where aircraft power is unavailable; this is a complete self-powered system. It has a number of triggers which illuminate a set of high intensity LED pod lights, designed to penetrate the most adverse conditions of turbid water and dense smoke. The high intensity point-sources minimise absorption and scatter and maximise optical penetration. Water rushing into an aircraft cabin carries escaping hydraulic fluid, oil, fuel and accumulated grime which adds to the attenuation through sea water alone and may then appear very black and optically dense. Refraction of light and the myopic effect on the human eye caused by the water pressure places serious requirements on the design of the emergency egress lighting system that only high brightness LEDs will satisfy.

Control Units

- Control units contain all system logic, independent battery packs and battery chargers
- System will meet and exceed 10 minutes operating requirement at -54°C or above throughout the life-time of the batteries, with significantly higher operating time at -20°C or above
- Each control unit has a “Press to Test” function to check the battery charger and internal battery packs

Inertia Switch

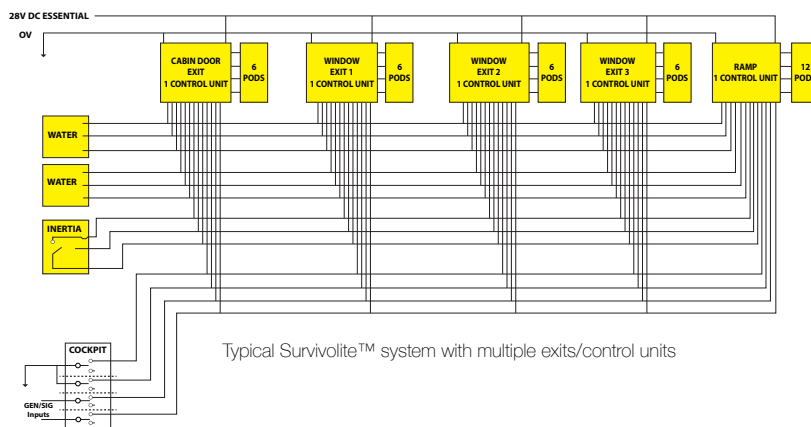
G-level trigger point: 3-4.3g and up in any direction

Water Switch

- Interfaces with HEELS control unit, no aircraft power is required
- No manual reset is required
- Will operate within 0.1 seconds upon immersion in either salt water or de-ionised water with resistivity of 220KΩ/cm

LED Lighting Pods/Modules

- Intensity per metre: 10cd/metre minimum
- Dominant wavelength 525nm



Company Approvals:

BS EN ISO 9001:2015

BS EN 9100: Rev D

BS EN ISO 14001:2015

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