

INCH-POUND

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DETAIL SPECIFICATION
LIGHTS, COCKPIT UTILITY, AIRCRAFT
GENERAL SPECIFICATION FOR

Inactive for new design after 11 June 1999

This specification is approved for use by all Departments and Agencies of the Department of Defense.

1. SCOPE

1.1 This specification is a general specification for cockpit utility lights intended for use in aircraft for map reading and as a general utility light.

1.2 Classification. The cockpit utility lights covered by this specification will be of the following types as specified (see 6.2).

Type I – with mounting base

Type II – without mounting base

2. APPLICABLE DOCUMENTS

2.1 General. The documents listed in this section are specified in section 3, 4, or 5 of this standard. This section does not include documents cited in other sections of this standard or recommended for additional information or as examples. While every effort has been made to ensure the completeness of this list, document users are cautioned that they must meet all specified requirements of documents cited in sections 3, 4, or 5 of this standard, whether or not they are listed.

Comments, suggestions, or questions on this document should be addressed to: Defense Supply Center Philadelphia, ATTN: DSCP-NASA, 700 Robbins Ave, Philadelphia, PA 19111-5096 or emailed to dscpg&ispeccomments@dla.mil. Since contact information can change, you may want to verify the currency of this address information using the ASSIST Online database at <http://assist.daps.dla.mil/>

MIL-DTL-6484D

2.2 Government documents.

2.2.1 Specifications, standards, and handbooks. The following specifications, standards, and handbooks form a part of this document to the extent specified herein. Unless otherwise specified, the issues of these documents are those cited in the solicitation or contract.

DEPARTMENT OF DEFENSE SPECIFICATIONS

MIL-DTL-5541 Chemical Conversion Coatings on Aluminum and Aluminum Alloys
MIL-A-8625 Anodic Coatings for Aluminum and Aluminum Alloys
MS17245 Light, Cockpit, Utility
MS17246 Mounting Base, Cockpit Utility
MS27424 Clip Assembly, Cockpit Utility Light

DEPARTMENT OF DEFENSE STANDARDS

MIL-STD-130 Identification Marking of U.S. Military Property
MIL-STD-202 Electronic and Electrical Component parts
MIL-STD-810 Environmental Engineering Considerations and Laboratory Tests

(Copies of these documents are available online at <http://assist.daps.dla.mil/quicksearch/> or from the Standardization Document Order Desk, 700 Robbins Avenue, Building 4D, Philadelphia, PA 19111-5094.)

2.3 Non-Government publications. The following documents form a part of this specification to the extent specified herein. Unless otherwise specified, these documents are those cited in the solicitation or contract.

SOCIETY OF AUTOMOTIVE ENGINEERS (SAE)

SAE-AS25050 Colors, Aeronautical Lights and Lighting Equipment, General Requirements for

(Copies of these documents are available from <http://www.sae.org> or the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0001.)

2.4 Order of precedence. In the event of a conflict between the text of this document and the reference cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

3. REQUIREMENTS

3.1 Qualification. The cockpit light assemblies furnished under this specification and the applicable specification sheet or MS17245 shall be a product which has been tested, and passed the qualification tests specified herein, and has been listed on or approved for listing on the applicable qualified products list.

MIL-DTL-6484D

3.2 Components. The cockpit utility light shall consist of the following major components:

<u>Item No.</u>	<u>Paragraph No.</u>	<u>Item Name</u>
1	3.8.1	Housing Assembly
2	3.8.2	Focusing device
3	3.8.3	Rheostat
4	3.8.4	Lamp socket
5	3.8.5	Filter assembly
6	3.8.6	Switch
7	3.8.7	Mounting base
8	3.8.7.1	Mount
9	3.8.8	Cord
10	3.8.9	Lamp

3.3 Precedence. When the requirements of this specification and the applicable specification sheet or MS17245 are in conflict, the requirements of the specification sheet or MS17245 shall govern.

3.4 Selection of specifications and standards. Specifications and standards for necessary commodities and services not specified herein shall be selected as provided in 3.4.1.

3.4.1 Standard parts. Standard parts (AN, MS, etc.) shall be used wherever they are suitable for the purpose, and shall be identified on the drawings by their part numbers. Commercial utility parts such as screws, bolts, nuts, cotter pins, etc., may be used, provided they possess suitable properties and are replaceable by the standard parts without alteration, and provided the standard part numbers are referenced in the parts list and on the contractor's drawings. In the event there is no suitable corresponding standard part in effect on date of invitation for bids, commercial parts may be used provided they conform to all requirements of this specification and applicable specification sheet or MS drawing.

3.5 Materials

3.5.1 Protective treatment. When materials are used in the construction of the cockpit light assemblies that are subject to deterioration when exposed to climatic and environmental conditions likely to occur during service usage, they shall be protected against such deterioration in a manner that will in no way prevent compliance with the performance requirements of this specification. The use of any protective coating that will crack, chip, or scale with age or extremes of climatic and environmental conditions shall be avoided.

3.6 Design and construction. The design of all cockpit utility light assemblies shall be of sufficiently rugged construction to withstand the shocks, vibrations, and other conditions incident to shipping, storage and their installation on aircraft. The cockpit light assemblies shall be no larger than the envelope dimensions and shall operate on voltage as shown in the applicable specification sheet or MS drawing. Assemblies of slightly different design will be considered as meeting the requirements providing the specified and limiting dimensions, mounting holes, connections and other requirements of this specification and the applicable specification sheet or MS drawing are met.

3.6.1 Adjustment. The light assemblies shall be so constructed that adjustments and repairs can be easily made by personnel of operating units without the use of special tools.

3.6.2 Insulation. The insulation of each cord and light assembly shall withstand a breakdown test, without failure, when a minimum of 750 volts RMS AC is applied.

3.7 Performance.

MIL-DTL-6484D

3.7.1 Environmental. The cockpit light assemblies shall be capable of operating under the following environmental conditions:

- a. A temperature range of -54° to +71°C.
- b. Exposure to atmosphere containing salt-laden moisture.
- c. Exposure to airborne sand and dust particles encountered in normal and desert operation.
- d. A relative humidity of 95 percent at a temperature of 49°C.
- e. Vibration incident to use on aircraft.
- f. Rough handling incident to storage and use on aircraft.

3.7.1.1 Low-temperature storage. The light assemblies shall withstand storage at a low temperature of -62°C.

3.8 Details of components. The components of cockpit light assemblies shall be as stated in the following paragraphs, unless otherwise stated in the applicable specification sheet or MS drawing.

3.8.1 Housing assembly. The housing assembly shall consist of the outer case, rheostat, lamp socket, momentary switch, mounting provisions, and means for selecting either red or white color spot or flood or either red or white color flood only as specified in the applicable specification sheet or MS drawing.

3.8.1.1 Housing. The lamp and lamp focusing mechanism, the color filter and filter selector mechanism, and the momentary switch and the light intensity rheostat shall be mounted in non-corrosive or corrosive resistant metal or impact resistant plastic housing.

3.8.2 Focusing device. If required in the applicable specification sheet or MS drawing, a means shall be provided so that the light emitted may be adjusted to a small spot or to a wide flood of light as selected by the operator. The focusing device shall be so designed that it will not get out of adjustment and so that the lens and lens housing will not become detached from the light assembly by the vibration normally encountered in aircraft.

3.8.3 Rheostat. If required in the applicable specification sheet or MS drawing, a rheostat control with an "off" position shall be installed in the housing and connected into the lamp circuit to control the light output. The rheostat shall have a maximum resistance of 200 to 250 ohms, unless otherwise specified in the applicable specification sheet or MS drawing, and shall be of sufficient size to handle the current required for the lamp specified. Rotation of the rheostat in a clockwise rotation from the detented "off" position shall increase the lamp intensity until it reaches the mechanical stop position. The rheostat knob shall be of a serrated or indented configuration and large enough for ease of operation. The rheostat shall be connected in such a manner that the protective shell around the rheostat, if metal, is in the ground side of the circuit. The rheostat shall have mechanical stops to prevent damage to the control portion of the unit. Optional locations for the rheostat are at the rear of the light or on the side of light adjacent to the mounting and to the rear of the mounting.

3.8.4 Lamp socket. The cockpit light assembly shall be designed with a lamp socket to accommodate a lamp as specified in the applicable specification sheet or MS drawing.

3.8.5 Filter assembly. If required in the applicable specification sheet or MS drawing, a filter assembly consisting of a filter of plastic or glass and suitable mechanism for color selection shall be securely fastened within the cockpit light assembly. The filter assembly shall be an integral part of the light, and so designed as to be readily adjusted to emit white light or colored light in accordance with SAE-AS25050. A positive lock of a type to prevent accidental change from colored light to white light or white light to colored light shall be provided. The filter shall be identification red unless otherwise specified in the applicable specification sheet or MS drawing.

3.8.6 Switch. If required in the applicable specification sheet or MS drawing, a spring-loaded momentary "on" switch shall be provided at the rear of the cockpit light assembly. The switch shall be so connected that when it is closed, the lamp will be energized with the rheostat cut out of the circuit.

MIL-DTL-6484D

3.8.7 Mounting base. The light shall be provided with a mounting base, manufactured in accordance with MS17246 unless specified without a mounting base by adding "A" to MS part number. The force required to remove the light out of the mounting base shall be greater than 1 and less than 5 pounds.

3.8.7.1 Mount. The mount on the cockpit light assemblies shall be designed for installing the lights in the MS17246 mounting base. The design of the mount shall be one of two types, straight or offset. The straight mount shall be such as to permit the beam of the light assembly to be raised or lowered not less than 35 degrees above or below a plane through the axis of symmetry of the assembly. The offset mount shall be capable of rotating the beam of the light not less than 90 degrees in a plane perpendicular to the surface of the mounting base. Both mounts as specified in applicable specification sheets or MS drawings shall be capable of rotating the beam of the light 360 degrees parallel to the mounting surface.

3.8.7.1.1 Clip assembly. The cockpit light assemblies when used on some aircraft require an alligator clip for mounting and fastening to the pilot's clipboard, map table, etc. MS27424, Clip Assembly, has been designed specifically for use with the MS17246 for this purpose. The clips are to be stocked separately, but may be procured with the cockpit light assemblies if they are for production aircraft or initial installations. Extra clip/base assemblies may be provided in aircraft requiring both the fixed and the clip bases so that they may be removed from the fixed base and placed in the clip/base assembly (see 6.2).

3.8.8 Cord. The cockpit light assemblies shall be furnished complete with a molded coiled-type retractable two-conductor cord. The conductors shall be stranded and shall be no smaller than size No. 23 AWG (.0226 inch diameter). Unless otherwise specified in the applicable specification sheet or MS drawing, the maximum length of the coiled cord shall be not greater than 11 inches with a helical diameter approximately .875 inches in the fully retracted position, and shall have an extended length of not less than 50 inches when a two pound weight is hung on the free end of the coiled section at room temperature, approximately 25 degrees centigrade. The cord shall be such that it will return to its normal coiled position when the weight is removed. The cord shall have one end connected to the light either at the rear of the light or on the side adjacent to and to the rear of the mount. The other end of the cord shall have the outer jacket removed for approximately 1.50 inches from the end. The wire insulation inside or the outer jacket shall be white for the positive lead and black for the negative lead. The wire insulation shall be stripped back from the end of each wire approximately .375 inches and the exposed stranded wire shall be tinned.

3.8.8.1 Terminals. The light assemblies shall be supplied without terminals to the outer end of cord as shown on applicable military standard (MS) drawing or specification sheet.

3.8.9 Lamp. The lamp used in the assembly shall be as specified in the applicable specification sheet or MS drawing. One lamp shall be supplied installed on each cockpit light assembly.

3.9 Light distribution. The light distribution shall be as specified in the applicable specification sheet, MS drawing, or as stated herein. The light assembly when operated to emit or corrected to 3.5 mean spherical candle-power and not filtered shall produce a spot or flood light of approximately uniform intensity equal to or in excess of the values specified below:

3.9.1 Floodlight. Adjusted to provide a floodlight, the light emitted shall be no less than two candle-power, 45 degrees wide in either of two planes passing through the axis of symmetry of the assembly. One plane shall be perpendicular to the plane of the filament.

3.9.2 Spotlight. Adjusted to provide a spotlight (i.e. the lamp filament is approximately at the focal point of the lens), the light emitted shall be not less than 40 candle-power, two degrees wide in either of two planes passing through the axis of symmetry of the assembly. One plane shall be perpendicular to the plane of the filament and the other in the plane of the filament.

3.10 Interchangeability. All parts having the same manufacturer's part number shall be directly and completely interchangeable with each other with respect to installation and performance.

MIL-DTL-6484D

3.11 Dimensions. The light assemblies shall not be larger than the dimensions specified on the applicable specification sheet or MS drawing.

3.12 Weight. The weight of the light assemblies shall not exceed the value specified on the applicable specification sheet or MS drawing.

3.13 Color. The color of the housing shall be dull black.

3.14 Finishes and protective coatings.

3.14.1 Aluminum-alloy parts. Aluminum-alloy parts shall be covered with an anodic film conforming to MIL-A-8625, except as follows:

3.14.1.1 Small holes and case inserts need not be anodized.

3.14.1.2 Aluminum alloys which do not anodize satisfactorily shall be coated with a chemical film in accordance with MIL-DTL-5541.

3.14.1.3 Where the primary purpose of the treatment is to afford a suitable paint base, chemical treatments in accordance with MIL-DTL- 5541 may be used in lieu of anodizing.

3.14.1.4 Castings containing non-aluminum-alloy integral inserts may be treated with a chemical film in accordance with MIL-DTL-5541.

3.14.1.5 When abrasion resistance is a factor, chemical films in accordance with MIL-DTL-5541 shall not be used in lieu of anodizing.

3.15 Identification of product. Each cockpit utility light assembly shall be marked for identification in accordance with MIL-STD-130. The nameplate shall contain the following information:

LIGHT, COCKPIT UTILITY, AIRCRAFT
MS Part No. (without base)
MIL-DTL-6484D
National Stock Number (without base)
Manufacturer's name or trademark
Contract or Order No.
U.S.

3.16 Workmanship. Each light assembly, including all parts and accessories, shall be fabricated and finished in accordance with stand engineering practices.

4. VERIFICATION

4.1 Classification of inspections. The inspections specified herein are classified as follows:

- a. Qualification inspection (4.3)
- b. Conformance inspection (4.4)

4.2 Test conditions.

4.2.1 Standard atmospheric conditions. Whenever the pressure and temperature at the time of testing are not definitely specified in the applicable specification sheet or MS drawing, it is to be understood that the test shall be made at atmospheric pressure (approximately 29.92 inches Hg) and at room temperature (approximately 25°C). When tests are

MIL-DTL-6484D

made with atmospheric pressure or room temperature differing materially from the above values, proper allowance shall be made for the difference from the specified condition.

4.3 Qualification inspections.

4.3.1 Prior qualification. Unless otherwise specified by the procuring activity, light assemblies qualified to earlier issues of this specification, light assemblies which have not passed a qualification test, or which have passed the qualification tests but have been modified in any manner, shall satisfactorily pass a qualification test prior to acceptance.

4.3.2 Sampling instructions. The qualification test samples shall consist of three complete assemblies of each manufacturer's part number upon which qualification is desired. Samples shall be identified as required and forwarded with the certified test procedure and results to the activity responsible for qualification, designated in the letter of authorization from that activity. (see 6.3).

4.3.3 Qualification test methods. The qualification test shall consist of all the tests listed herein. The test samples shall be allocated as specified in Table I and tested in the order listed.

TABLE I. QUALIFICATION TESTS

Sample No. 1	Sample No. 2	Sample No. 3
a. Examination of product	a. Dielectric	Rough handling
b. Operation	b. Sand and dust	
c. Photometric	c. Humidity	
d. Low temperature	d. Salt fog	
e. Temperature rise		
f. High temperature		
g. Vibration		

4.3.3.1 Photometric test. The sample light assembly shall be subjected to photometric tests to determine compliance with the light distribution requirements specified in the applicable specification sheet or MS drawing.

4.3.3.2 Low temperature. The light assembly base shall be solidly mounted on a metal stand or table in the cold chamber. The light assembly, complete with cord, shall be mounted in its base and subjected to a temperature of -37°C for a period of 6 hours and then operated at this temperature. The test shall also consist of pulling the light out of its mounting base and the pulling force to remove the light out of the mounting base shall be greater than 1 and less than 5 pounds. The cord shall then be stretched to a length of 5 feet and held for 2 hours. The cord when released, shall immediately return to within 5 percent of its original coiled length. Failure of the light assembly or cord in this test shall be cause for rejection.

4.3.3.3 Low temperature tests. If the light assembly and cord satisfactorily passes the tests specified in 4.3.3.2, the light assembly shall be reinstalled in the base and subjected to the low temperature tests, method 502.4, procedure I, MIL-STD-810. Operation of the equipment shall be as specified in the following paragraphs:

4.3.3.3.1 Rotation test. The light shall be grasped by the case and rotated in the swivel mount 90 degrees to the right and then 90 degrees to the left of its installed position. The light shall be turned five times in each direction.

4.3.3.3.2 Tilt test. If the light satisfactorily meets the rotation test without failure, it shall be tilted up 45 degrees and then down 45 degrees with the mounting surface of the base. The light shall be tilted five times in each direction.

4.3.3.3.3 Cord test. If the light assembly satisfactorily meets the tilt test without failure, it shall be pulled out of the base and reinstalled three times. It shall then be removed and the cord stretched to approximately 3 feet. The light assembly or cord shall not be damaged in this test. Failure of the cord to return to its coiled position at the conclusion of the test will not be considered a failure, provided the cord recoils when its temperature is returned to room temperature.

MIL-DTL-6484D

4.3.3.4 High temperature. The light assembly shall be subjected to the high temperature tests, method 501.4, procedure I, MIL-STD-810, except that the test period shall be for 24 hours. The lamp shall not be operated during this test. At the conclusion of the test, the light assembly shall be checked for proper operation, dimensional stability, and for crazing and other defects. Failure of any part of the assembly in this test shall be cause for rejection.

4.3.3.5 Salt fog. The light assembly shall be subjected to salt fog, method 509.4, MIL-STD-810 for 50 hours. Immediately at the end of the test period the external surface of the light assembly shall be washed with distilled water and air-dried. The light assembly shall be operated and shall meet the requirements of the operation test (see 4.4.1.2).

4.3.3.6 Sand and dust. The light assembly shall be subjected to the sand and dust tests, method 510.4, procedure I, MIL-STD-810, except the test shall consist only of one test period of 6 hours at 25°C. The assembly shall operate at the conclusion of the test.

4.3.3.7 Temperature rise. The light assembly shall be operated for 4 hours in still air at maximum current and at an ambient temperature of 25°C. The temperature at any point on the exterior of the light assembly, except the focusing device, shall not exceed 50°C at any time during this test.

4.3.3.8 Humidity. The light assembly shall be subjected to the humidity tests, method 507.4 of MIL-STD-810. The light assembly shall be thoroughly dried, with air blast if necessary, to assure that all water has been removed from the light assembly before checking for proper operation.

4.3.3.9 Vibration. The light assembly shall be subjected to the Vibration Tests, method 204D, condition B, MIL-STD-202. Any failure of the mount, lens housing, lamp housing, control rheostat, or failure of operation of the lamp circuit shall be cause for rejection of the light assembly.

4.3.3.10 Dielectric. The light assembly with the lamp removed shall be subjected to a minimum of 750V rms ac applied between terminals of the conductors for 2 minutes. Failure of the assembly in this test shall be cause for rejection.

4.3.3.11 Rough handling. The light assembly shall be subjected to the tests specified in 4.3.3.11.1, 4.3.3.11.2 and 4.3.3.11.3. At the conclusion of each test, the light assembly shall be checked for proper operation. Breakage of any part, or failure of the light assembly to operate properly at the completion of any of the tests for any reason other than lamp failure, shall be cause for rejection. If lamp failure occurs, the light assembly shall be checked for proper operation after a new lamp has been installed. The base referenced on MS17246 shall be removed when this test is conducted.

4.3.3.11.1 Drop. The light assembly shall be dropped three times from a height of 2 feet into a concrete floor. It shall be so dropped that it strikes the floor once in the front, once on the side, and once on the rear, in the three drops.

4.3.3.11.2 Impact. The light assembly shall be suspended by the end of the cord on a vertical wooden wall. It shall then be raised to a 90-degree arc in order that the cord will be horizontal and will be perpendicular to the wall. The light assembly shall be released from this position. This test shall be conducted three times.

4.3.3.11.3 Cord test. A force of 20 pounds shall be applied to the cord at the point it enters the light. The force shall be directed so that it will tend to pull the cord from the light and shall be applied for 5 minutes. A weight of 5 pounds shall be suspended from the end of the coiled cord and permitted to remain there for 3 minutes and then removed and the cord allowed to return and remain in retracted position for 1 minute. This procedure of suspending the weight and removing it shall be repeated for 10 cycles. At the end of the 10th cycle the cord should return to less than 120 percent of its retracted length. Within 6 hours the coiled cord shall have returned to original length. A weight of 2 pounds shall then be suspended from the end of the coiled cord and the extended length shall be longer than 50 inches and less than 72 inches.

4.4 Conformance inspection. The conformance inspection shall consist of individual tests.

MIL-DTL-6484D

4.4.1 Individual tests. Each light assembly shall be subjected to the following tests. In addition, each light assembly shall be subjected to any other tests specified herein which the inspector considers necessary to determine compliance with the requirements of this specification.

4.4.1.1 Examination of product. The light assembly shall be inspected to determine compliance with the requirements specified herein with respect to materials, workmanship, and marking.

4.4.1.2 Operation. The light assembly shall be tested for proper operation. Proper operation shall consist of 4.4.1.2.1, 4.4.1.2.2, 4.4.1.2.3, 4.4.1.2.4 and 4.4.1.2.5 while leads are connected to 28VDC \pm 1VDC power supply monitoring the current.

4.4.1.2.1 Rheostat. Rotate rheostat from "off" position to variable intensity on with a clockwise torque greater than 4 and less than 16 in oz. In the variable on position rotate rheostat smoothly and continuously from dim to bright in a clockwise direction in 180 degrees to 360 degrees rotation with a torque less than 8 in oz. and greater than 2 in oz. The detent shall be at least 1 in oz greater than variable "on" rotation.

4.4.1.2.2 Focusing device. Aim the light at a projector screen, 1 foot from the filament, perpendicular to the beam of the light. With the rheostat in brightest position and lamp emitting white light, the lamp shall be adjusted from wide flood 5 inch diameter circle of light not less than 5 Candela (C) to spotlight 2 inch diameter circle of light not less than 15 C. In both flood and spot position the luminous intensity shall be uniform and evenly distributed with the intensity not varying greater than 12 C in the specified circles. There shall also not be any light lines or shadow cast on the projection screen in these specified circles.

4.4.1.2.3 Red filter. Lock filter to emit red light and repeat 4.4.1.2.1 and 4.4.1.2.2 except the candlepower requirements are reduced to 1 C for flood and 3 C for spotlight.

4.4.1.2.4 Momentary switch. Depress at least 1/2 inch diameter momentary switch while rheostat is in "off" position with 5 to 20 oz of force for activation and holding. The light shall emit bright light in any combination of flood or spotlight with no filter or red filter.

4.4.1.2.5 Current drain. The amp meter used in monitoring the current shall never indicate larger current drain than 3 amps in 4.4.1.2.1, 4.4.1.2.2, 4.4.1.2.3 or 4.4.1.2.4.

5 PACKAGING

5.1 Packaging. For acquisition purposes, the packaging requirements shall be as specified in the contract or order (see 6.2). When packaging of material is to be performed by DoD or in-house contractor personnel, these personnel need to contact the responsible packaging activity to ascertain packaging requirements. Packaging requirements are maintained by the Inventory Control Point's packaging activities within the Military Service or Defense Agency, or within the military service's system commands. Packaging data retrieval is available from the managing Military Department's or Defense Agency's automated packaging files, CD-ROM products, or by contacting the responsible packaging activity.

6. NOTES

(This section contains information of a general or explanatory nature that may be helpful, but is not mandatory.)

6.1 Intended use. The cockpit light is intended for use in aircraft, for map reading and as a general utility light.

6.2 Acquisition requirements. Acquisition documents should specify the following:

MIL-DTL-6484D

- a. Title, number, and date of this specification.
- b. Applicable specification sheet No. or MS drawing No., part No., and date of specification if different from date of general specification.
- c. Packaging requirements (see 5.1)
- d. Whether clip assembly is required (see 3.8.7.1.1).
- e. Type required (Type I with mounting base, Type II without mounting base) (see 1.2)

6.3 Qualification. With respect to products requiring qualification, awards will be made only for products which are at the time set for opening of bids, qualified for inclusion in the applicable Qualified Products List whether or not such products have actually been so listed by that date. The attention of the suppliers is called to this requirement, and manufacturers are urged to arrange to have the products that they propose to offer to the Federal Government tested for qualification in order that they may be eligible to be awarded contracts or orders for the products covered by this specification.

6.4 Subject term (key word) listing.

Aircraft map reading light
Mounting base, utility light
Type I cockpit utility light
Type II cockpit utility light

6.5 Changes from previous issue. Marginal notations are not used in this revision to identify changes with respect to the previous issue due to the extent of the changes.

Custodians:

Army – AV
Navy – AS
Air Force – 99

Preparing activity:

DLA – IS

(Project 6220-2006-003)

Review activity:

Air Force – 71

NOTE: The activities listed above were interested in this document as of the date of this document. Since organizations and responsibilities can change, you should verify the currency of the information above using the ASSIST Online database at <http://assist.daps.dla.mil/>.