

MIL-L-6484C  
6 December 1965  
 Superseding  
 MIL-L-6484B(USAF)  
 3 October 1957

MILITARY SPECIFICATION  
 LIGHTS, COCKPIT UTILITY, AIRCRAFT  
 GENERAL SPECIFICATION FOR

This specification is mandatory 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.

2. APPLICABLE DOCUMENTS

2.1 The following documents of the issue in effect on date of invitation for bids or request for proposal, form a part of the specification to the extent specified herein.

SPECIFICATION

Federal

PPP-B-636  
 PPP-B-676

Boxes, Fiberboard  
 Boxes, Set-Up Paperboard

Military

MIL-P-116  
 MIL-C-5541

MIL-C-8625

MIL-C-25050

MIL-D-70327

Preservation, Methods Of  
 Chemicals, Films, and Chemical  
 Film Materials for Aluminum  
 and Aluminum Alloys  
 Anodic Coatings, for Aluminum  
 and Aluminum Alloys  
 Colors, Aeronautical Lights  
 and Lighting Equipment, General  
 Requirements For  
 Drawings, Engineering and Associated  
 Lists

STANDARDS

Military

FSC 6220

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MIL-STD-129	Marking for Shipping and Storage
MIL-STD-130	Identification Marking of U S Military Property
MIL-STD-143	Specifications and Standards, Order of Precedence for the Selection Of
MIL-STD-810	Environmental Test Methods for Aerospace and Ground Equipment
MIL-STD-1186	Cushioning, Anchoring, Bracing, Blocking and Waterproofing; with appropriate test Methods
MS17246	Mounting Base, Cockpit Utility Light
MS27424	Clip Assembly, Cockpit Utility Light

(Copies of specifications, standards, drawings and publications required by suppliers in connection with specific procurement functions shall be obtained from the procuring activity or as directed by the contracting officer.)

### 3. REQUIREMENTS

3.1 Qualification. The cockpit light assemblies furnished under this specification and the applicable specification sheet or MS drawing 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.

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

<u>Item No.</u>	<u>Item Name</u>
1	Housing Assembly
2	Focusing device (when ordered)
3	Rheostat (when ordered)
4	Lamp socket
5	Filter assembly (when ordered)
6	Switch (when ordered)
7	Base
8	Cord
9	Lamp

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

3.4 Selection of specifications and standards. Specifications and standards for all materials, parts and Government certification and approval of processes

and equipment, which are not specifically designated herein or in the applicable specification sheet or MS drawing and which are necessary for the execution of this specification and the specification sheet or MS drawing shall be selected in accordance with MIL-STD-143, except as provided in the following paragraph.

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 voltages 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.

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

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- a. A temperature range of  $-54^{\circ}$  to  $+71^{\circ}\text{C}$ .
- 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  $49^{\circ}\text{C}$ .
- 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  $-62^{\circ}\text{C}$ .

3.8 Details of components. The components of the 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 the 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. Counterclockwise rotation shall decrease the resistance of the rheostat with the maximum resistance being obtained when the rheostat is turned on from the "off" position. 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 the 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 MIL-C-25050. 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.

3.8.7 Base. The cockpit light assemblies shall be provided with a base manufactured in accordance with MS17246. The base shall be such that it will securely hold the light, but will allow removal of the light by pulling it out of the base.

3.8.7.1 Mounting. The mounting on the cockpit light assemblies shall be designed for installing the lights in the MS17246 mounting base. The design of the mounting 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, and rotate 360° parallel to the mounting surface of the base or a straight mounting or 90 degrees parallel to the mounting surface of the base for an offset mounting. The mounting base shall be straight or offset as specified in the applicable specification sheet or MS drawing.

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 Nr. 23 AWG (0.0226 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 7/8 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 mounting. The other end of the cord shall have the outer

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jacket removed for approximately  $1\frac{1}{2}$  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  $\frac{3}{8}$  inches and the exposed stranded wire shall be tinned.

3.8.8.1 Terminals. The light assemblies shall be supplied without terminals to 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. Changes in manufacturer's part number shall be governed by the drawing number requirements of MIL-D-70327.

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.

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

3.14.1.5 When abrasion resistance is a factor, chemical films in accordance with MIL-C-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  
 Type Nr. (if used)  
 Specification MIL-L-6484C  
 Part Nr.  
 Federal Stock Nr.  
 Manufacturer's name or trademark  
 Contract or Order Nr.  
 U. S.

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

#### 4. QUALITY ASSURANCE PROVISIONS

4.1 Responsibility for inspection. Unless otherwise specified in the contract or purchase order, the supplier is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified, the supplier may utilize his own facilities or any commercial laboratory acceptable to the Government. The Government reserves the right to perform any of the inspections set forth in this specification where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.2 Classification of tests. The inspection and testing of cockpit utility light assemblies shall be classified as follows:

- a. Qualification tests (4.4).
- b. Acceptance tests (4.5).

4.3 Test conditions.

4.3.1 Standard atmospheric conditions. Whenever the pressure and temperature at the time of testing are not definitely specified in the applicable specification sheet or drawing, it is to be understood that the test shall be made at

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atmospheric pressure (approximately 29.92 inches Hg) and at room temperature (approximately 25°C). When tests are 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.

#### 4.4 Qualification tests.

4.4.1 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.

4.4.2 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).

4.4.3 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 Nr. 1	Sample Nr. 2	Sample Nr. 3
a. Examination of product	a. Dielectric	Rough handling
b. Operation	b. Sand and dust	
c. Photometric	c. Humidity	
d. Low temperature	d. Salt spray	
e. Temperature rise		
f. High temperature		
g. Vibration		

4.4.3.1 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.

4.4.3.2 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 stretching the cord to a length of not less than 3 feet. 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.

4.4.3.3 Low temperature tests. If the light assembly and cord satisfactorily passes the tests specified in 4.4.3.2, the light assembly shall be reinstalled in the base and subjected to the low temperature tests, method 502.1, MIL-STD-810. Operation of the equipment shall be as specified in the following paragraphs:

4.4.3.3.1 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.

4.4.3.3.2 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.

4.4.3.3.3 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.

4.4.3.4 High temperature. The light assembly shall be subjected to the High Temperature Tests, method 501.1, 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.

4.4.3.5 Salt spray. The light assembly shall be subjected to the salt spray tests, method 509.1, MIL-STD-810. The light assembly shall operate satisfactorily after being subjected to 50 hours of salt spray.

4.4.3.6 Sand and dust. The light assembly shall be subjected to the sand and dust tests, method 510.1, 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 this test.

4.4.3.7 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.

4.4.3.8 Humidity. The light assembly shall be subjected to the humidity tests, method 507.1, MIL-STD-810. Improper operation of the assembly at the conclusion of this test shall be cause for rejection.

4.4.3.9 Vibration. The light assembly shall be subjected to the Vibration Tests, method 514.1, MIL-STD-810, mounting method A, equipment class I. Any failure of

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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.

4.4.3.10 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.

4.4.3.11 Rough handling. The light assembly shall be subjected to the tests specified in 4.4.3.11.1 and 4.4.3.11.2. 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.

4.4.3.11.1 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.

4.4.3.11.2 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.

4.5 Acceptance tests. The acceptance tests shall consist of individual tests.

4.5.1 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.

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

4.5.1.2 Operation. The light assembly shall be tested for proper operation.

4.5.2 Rejection and retest. Items which have been rejected may be reworked or replaced to correct the defects, and resubmitted for acceptance. Before resubmitting, full particulars concerning previous rejection and the action taken to correct the defects found in the original shall be furnished the Inspector. Units rejected after retest shall not be resubmitted without the specific approval of the procuring activity.

4.6 Inspection of the preservation, packaging and marking for shipment and storage. Sample items or packs and the inspection of the preservation, packaging,

packing and marking for shipment and storage shall be in accordance with the requirements of section 5, or the documents specified therein.

## 5. PREPARATION FOR DELIVERY

5.1 Preservation and packaging. Preservation and packaging shall be level A or C as specified (see 6.2).

5.1.1 Level A. Unless otherwise specified in the contract or order, each light shall be individually preserved and packaged in accordance with MIL-P-116, method III, in a unit container conforming to PPP-B-676.

5.1.2 Level C. Unless otherwise specified in the contract or order, each light shall be individually preserved and packaged in accordance with the manufacturer's commercial practice.

5.2 Packing. Packing shall be level A, B, or C, as specified (see 6.2).

5.2.1 Level A. Lights preserved and packaged as specified in 5.1.1 shall be packed in exterior overseas type shipping containers conforming to PPP-B-636. As far as practicable, exterior shipping containers shall be of uniform shape and size, of minimum cube and tare consistent with the protection required, and contain identical quantities. The gross weight of each shipping container shall not exceed the weight limitations of the specification. Containers shall be closed and strapped in accordance with the specification and appendix thereto.

5.2.2 Level B. Lights preserved and packaged as specified in 5.1.1 shall be packed in domestic type exterior shipping containers conforming to PPP-B-636. Exterior shipping containers shall be of minimum cube and tare consistent with the protection required. As far as practicable, exterior shipping containers shall be of uniform shape and size and contain identical quantities. The gross weight of each shipping container shall not exceed the weight limitation of the specification. Containers shall be closed and strapped in accordance with the specification and appendix thereto. Shipping containers shall meet the special requirements table of PPP-B-636, as applicable.

5.2.3 Level C. Packages that require overpacking for acceptance by the carrier shall be placed in exterior type shipping containers in a manner that will insure safe transportation at the lowest rate to the point of delivery. Containers shall comply with Uniform Freight Classification Rules or regulations of other common carriers as applicable to the mode of transportation.

5.3 Physical protection. Cushioning, blocking and bracing, shall be in accordance with MIL-STD-1186, except that for domestic shipments, waterproofing requirements for cushioning materials and containers shall be waived. Drop tests of MIL-STD-1186 shall be waived when preservation, packaging and packing of the item is for immediate use or when drop tests of MIL-P-116 are applicable.

5.4 Marking. Interior and exterior containers shall be marked in accordance with MIL-STD-129. The nomenclature shall be as follows:

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LIGHT, COCKPIT UTILITY, AIRCRAFT  
 Stock Nr.  
 Type Nr. (If used)  
 Manufacturer's Part Nr.  
 Specification MIL-L-6484C  
 Contract or Purchase Order Nr.

## 6. NOTES

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

6.2 Ordering data. Procurement documents should specify the following:

- a. Title, number, and date of this specification.
- b. Applicable specification sheet Nr. or MS drawing Nr., Part Nr., and date of specification if different from date of general specification.
- c. Invitation for bids, contracts, and purchase order shall specify the applicable levels of preservation, packaging and packing required.
- d. Whether clip assembly is required (see 3.8.7.1.1).

6.3 With respect to products requiring qualification, awards will be made only for such products as have, prior to the time set for opening of bids, been tested and approved 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. The activity responsible for the Qualified Products List is the San Antonio Air Materiel Area, Service Engineering Division, ATTN: SANEOD, Kelly AFB, Texas 78241 and information pertaining to qualification of products may be obtained from that activity.

6.4 Asterisks are not used in this revision to identify changes with respect to previous issue, due to the extensiveness of the changes

## Custodians:

Army - MO  
 Navy - WP  
 Air Force - 82

## Preparing activity:

Air Force - 82

## Review activities:

Army - MO  
 Navy - WP  
 Air Force - 82

(Project Nr. 6220-0103)

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POSTAGE AND FEES PAID

                      
OFFICIAL BUSINESS

SAN ANTONIO AIR MATERIEL AREA  
STANDARDIZATION BRANCH (SANSS)  
KELLY AFB, TEXAS, 78241

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Figure V-5, Example of Specification Analysis Sheet (back)

SPECIFICATION ANALYSIS SHEET		Form Approved Budget Bureau No. 119-R004
<b>INSTRUCTIONS</b>		
This sheet is to be filled out by personnel either Government or contractor, involved in the use of the specification in procurement of products for ultimate use by the Department of Defense. This sheet is provided for obtaining information on the use of this specification which will insure that suitable products can be procured with a minimum amount of delay and at the least cost. Comments and the return of this form will be appreciated. Fold on lines on reverse side, staple in corner, and send to preparing activity (as indicated on reverse hereof).		
SPECIFICATION		
ORGANIZATION (of submitter)		CITY AND STATE
CONTRACT NO.	QUANTITY OF ITEMS PROCURED	DOLLAR AMOUNT \$
MATERIAL PROCURED UNDER A		
<input type="checkbox"/> DIRECT GOVERNMENT CONTRACT <input type="checkbox"/> SUBCONTRACT		
1. HAS ANY PART OF THE SPECIFICATION CREATED PROBLEMS OR REQUIRED INTERPRETATION IN PROCUREMENT USE?		
A. GIVE PARAGRAPH NUMBER AND WORDING.		
B. RECOMMENDATIONS FOR CORRECTING THE DEFICIENCIES.		
2. COMMENTS ON ANY SPECIFICATION REQUIREMENT CONSIDERED TOO RIGID		
3. IS THE SPECIFICATION RESTRICTIVE?		
<input type="checkbox"/> YES <input type="checkbox"/> NO IF "YES", IN WHAT WAY?		
4. REMARKS (Attach any pertinent data which may be of use in improving this specification. If there are additional papers, attach to form and place both in an envelope addressed to preparing activity)		
SUBMITTED BY (Printed or typed name and activity)		DATE