



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aircraft Certification Service
Compliance & Airworthiness Division

Chicago ACO Branch
2300 East Devon Avenue
Des Plaines, IL 60018

June 29, 2022

Richard Mileika
President
Machine Incorporated dba OPLITE
879 Turnpike Street
Stoughton, MA 02072

Dear Mr. Mileika:

This is in response to your letter dated June 16, 2022 requesting Non Required Safety Enhancing System (NORSEE) approval of your OPLITE Series Interior Aircraft Lights. This is based on the data presented in Prodcut Design Standard OPLITE Series 4 & 6 and Gooseneck 4 & 6, Document Number MID-4/6, Revision A and Installation Manual OPLITE 4 and 6 series LED light Installation Instructions, Document Number MIW-II4/6 Revision A.

We acknowledge your statement certifying your OPLITE Series 4 & 6 and Gooseneck 4 & 6meets the design and performance requirements of FAA Policy PS-AIR-21.8-1602 for Non Required Safety Enhancing Equipment (NORSEE). Based on our acceptance of your statement and 14 CFR 21.8(d), we authorize the manufacturing of your equipment as detailed by the part numbers shown in the following table:

<u>Model</u>	<u>Part Number</u>	<u>Authorized Function</u>	<u>Approved Replacement for</u>	<u>FAA Approval Basis and Approved Design Data</u>	<u>Installation Eligibility:</u>
SINGLE COLOR 4 LED OPLITE BLUE 12V	OP4-B12	Interior Aircraft Light	Alteration Part	FAA memorandum number PS-AIR-21.8- 1602 Drawing: 4501-00 Rev.: A Date: 03-12-21 or later FAA-approved revisions	Provided the requirements of 14 CFR Part 1.1 and 14 CFR Part 43 Appendix A are met and the installation does not detrimentally obstruct the pilots view of required instrumentation, equipment may be installed as a minor alteration on an Aircraft Certified under 14 CFR Part 23 or precursor regulations, as outlined in FAA memorandum number PS-AIR-21.8-1602.
SINGLE COLOR 4 LED OPLITE GREEN 12V	OP4-G12	Interior Aircraft Light	Alteration Part	FAA memorandum number PS-AIR-21.8- 1602 Drawing: 4501-00 Rev.: A Date: 03-12-21 or later FAA-approved revisions	Provided the requirements of 14 CFR Part 1.1 and 14 CFR Part 43 Appendix A are met and the installation does not detrimentally obstruct the pilots view of required instrumentation, equipment may be installed as a minor alteration on an Aircraft Certified under 14 CFR Part 23 or precursor regulations, as outlined in FAA memorandum number PS-AIR-21.8-1602.

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It is critical for users of the above equipment to understand that NORSEE is considered secondary or non-essential to the required equipment and that the FAA has not verified the functionality of this device. It is vital for the pilot in command to understand its functionality, limitations, and intent to provide only supplemental, non-contradictory information. It is the pilot's responsibility to use basic airmanship to operate the aircraft safely with or without the aid of NORSEE.

This approval is based on the authorized functions as stated in the above table. Uses outside of this authorized function have not been reviewed by the FAA to comply with the requirements of FAA Policy PS-AIR-21.8-1602 and may require additional evaluation. It should also be noted that NORSEE production approval does not grant Installation Approval, Parts Manufacturer Approval (PMA) or Technical Standard Order Authorization (TSOA).

We also accept the statement that your quality system meets the requirements of FAA Policy PS-AIR-21.8-1602. We authorize production of this NORSEE equipment at your Machine Incorporated facility located at 879 Turnpike Street Stoughton, MA. Components of articles produced under this approval must be permanently and legibly marked with the authorization holder's name, or trademark, or symbol, the part number and "14 CFR 21.8(d)" where practicable.

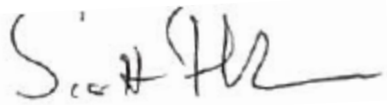
You must allow the FAA to inspect your quality system, facilities, technical data, any manufactured articles and witness any tests, including any inspections or test at a supplier facility as necessary to investigate any service difficulty or possible non-compliance with FAA Policy PS-AIR-21.8-1602. Any service difficulties with the equipment should be reported to the Chicago ACO.

You must notify the FAA before making any changes to the location of any of your manufacturing facilities, company name or ownership. This approval is transferable to another U.S. manufacturer subject to the transferee complying with the NORSEE policy PS-AIR-21.8-

1602 (or later policy revision) and design approval holders responsibilities stated in this letter of authorization.

This approval is effective until surrendered, withdrawn or otherwise terminated by the FAA. If you have any questions, please call Scott Fohrman, at (847) 294-7136, fax (847) 294-7834, email scott.fohrman@faa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Fohrman", is written over a light gray rectangular background.

Ed Roy E Boffo III
Manager, Propulsion and Program Management Branch
Chicago Aircraft Certification Branch
Federal Aviation Administration

cc:

AIR-7C3 R/F

Scott Fohrman (file copy)

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