



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Small Airplane Directorate  
Chicago Aircraft Certification Office  
2300 E. Devon Avenue, Room 107  
Des Plaines, IL 60018

May 19, 2017

Mr. Jeff Simon  
President, Approach Aviation  
30 Sheffield Terrace  
Marlborough, MA 01752.

Dear Mr. Simon,

We received your letter of May 10, 2017 submitting your statement certifying that your FlexAlert Annunciator meets the design and performance requirements of FAA Policy PS-AIR-21.8-1602 for Non Required Safety Enhancing Equipment (NORSEE) and is produced under a quality system that satisfies the requirements of the same policy. 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 that are shown in the following table:

<u>Article Name</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>
FlexAlert Annunciator	APPAV-ANU100	Annunciation	Alteration Part	FAA memorandum number PS-AIR-21.8-1602 Drawing: APPAV-ANU100-SPEC Rev.: Orig Date: 5/10/17 or later FAA-approved revisions	Provided that the requirements of 14 CFR 1.1 and 14 CFR 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 Aircraft Certified under 14 CFR 23 or precursor regulations, as outlined in FAA memorandum number PS-AIR-21.8-1602.

It is critical for users the above equipment to understand that NORSEE is considered secondary or non-essential to the required equipment. It is vital for pilot in command to understand its functionality, limitations, and intent to provide only additional, non-contradictory information. It is 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 function 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 Product Manufacturer Authorization (PMA) or Technical Service 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 Approach Aviation Facility located at 30 Sheffield Terrace Marlborough, MA 01752.

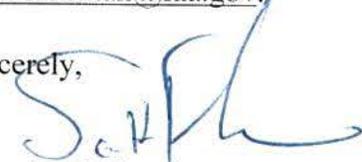
All major components of the articles produced under this approval must be permanently and legibly marked with the authorization holder's name, or trademark, or symbol, part number and "14 CFR 21.8(d)".

You must allow the FAA to inspect your quality system, facilities, technical data, and any manufactured articles and witness any tests, including any inspections or test at a supplier facility, 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 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](mailto:scott.fohrman@faa.gov).

Sincerely,

  
for Timothy P. Smyth  
Manager, Chicago Aircraft  
Certification Office