



US Department of Transportation

Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make New Piper Aircraft	Model PA-28R-200
	Serial No. 28R-35698	Nationality and Registration Mark N4979S
2. Owner	Name (As shown on registration certificate) Dunn James J	Address (As shown on registration certificate) 901 Telford Lane Petaluma, Ca. 94954

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7

09-26-03 [Signature] [Signature]
DATE SIGNATURE OAK-FSDO

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Michael Wilson c/o Aeroventure 561 Sky Ranch Dr. Petaluma, Ca. 94954	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A [REDACTED]
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 4-11-03	Signature of Authorized Individual [Signature]
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4-11-03	Certificate or Designation No. [REDACTED]	Signature of Authorized Individual [Signature]		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished

(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.)

Make: Piper Model: PA-28R-200 Serial: 28R-35698 Registration: N4979S Total Time: 2886.94 Date: 03-18-2002

Replaced PAR36 lights in right and left wing tips with XeVision kit # XV-36-SL H.I.D. used existing wire from previous installation of R.M.D. wing tips. Mounted ballast outboard side of end rib adjacent to end of spar with 4) AN3-4A bolts, 4) AN960-10 Washers, 4) MS21044N08 Nuts each side. Used existing 15 Amp circuit breaker MS-26574-15 mounted in instrument panel on master bus and MS22759/16-12 wire. This work was accomplished using XeVision installation and operations manual 04-17-2002. There were no adverse effects with any of the other aircraft systems. In testing the equipment load with a amp probe the following loads where found: Load at startup was 12.57 Amps for 7 seconds after 7 seconds the load during normal operation was 6.50 Amps.

The aircraft was re-weighed and the equipment list has been updated to reflect the changes incurred by this installation. All items listed have been entered in to the aircraft maintenance logs and all manuals required have been placed in the aircraft. **ELECTRICAL LOAD:** An electrical load analysis was performed and the total continuous electrical load does not exceed 80% of the aircraft electrical power system rating and complies with FAR AC 43.13-1B, Chapter 11, sec. 3. All components mounting was tested using a structural static load test in accordance with AC 43-2A Chapter 1

Instructions for Continued Airworthiness attached and diagram.

Tracking Number: 337-1169-FA

***** NOTHING TO FOLLOW *****

Additional Sheets Are Attached

Instructions for Continued Airworthiness

for a Piper PA-28R-200 Aircraft

with XeVision H.I.D. Replacement Landing Lights in RMD Wingtips

1. **Introduction:** This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and should be made reference to during the aircraft's scheduled maintenance program.
2. **Description:** Each XeVision light was installed in replacement for two Par36 landing lights 1 in each wingtip. The ballasts are mounted on the outboard side of end rib adjacent to end of spar used existing wire and circuit breaker installed with the RMD wing tip STC.
3. **Control, operations information:** Reference XeVision installation and operations manual 04-17-2002.
4. **Servicing Information:** The unit must be returned to XeVision in the event of a repair is needed.
5. **Maintenance Instructions:** Reference XeVision installation and operations manual 04-17-2002.
6. **Troubleshooting Information:** Reference XeVision installation and operations manual 04-17-2002.
7. **Removal and replacement information:** Reference XeVision installation and operations manual 04-17-2002 and standard practices.
8. **Diagrams:** There are no access plates that need to be removed for inspection. But note: ballast is mounted outboard side of end rib adjacent to end of spar the wing tips need to be removed for access to the ballast.
9. **Special Inspection Requirements:** N/A
10. **Application of Protective Treatments:** N/A
11. **Special Hardware Data:** N/A
12. **List of Special Tools:** N/A
13. **For Commuter Category Aircraft:** N/A
14. **Recommended Overhaul Periods:** N/A

15. Airworthiness Limitation Section: This installation remains airworthy provided it meets serviceability and security of the existing inspection guidelines for this aircraft. There are no additional inspections for Continued Airworthiness particular to this installation.

16. Revision: The Instructions for Continued Airworthiness Checklist (ICA) may be revised by submitting a letter to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA Inspector accepts the change by signing Block 3 and includes the following statement: "The attached revised/new Instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and date on the Form 337.

17. Assistance: N/A

18. Implementation and Recordkeeping: For major alterations performed in accordance with FAA Field Approval Policy, the owner/operator operating under FAR Part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 Inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with FAR 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337) along with inspection/maintenance requirements.

Landing Light Wiring Diagram

