



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, FAR 43 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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Socata	Model TB-20
	Serial No. 1893	Nationality and Registration Mark N1893S
2. Owner	Name (As shown on registration certificate) Slyvester Security Alarms Inc.	Address (As shown on registration certificate) 829 W Knudsen Way Santa Maria, Ca. 93458

3. For FAA Use Only

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	B. Kind of Agency	C. Certificate No.
Rouch, Thomas A. 1212 Gary Way Carmichael, Ca. 95608	<input type="checkbox"/> U.S. Certificated Mechanic	[REDACTED]
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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 3/07/2007	Signature of Authorized Individual [REDACTED]
-------------------	--

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 Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 3/08/2007		Certificate or Designation No. [REDACTED]	Signature of Authorized Individual [REDACTED]		

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.

8. Description of Work Accomplished

Removed existing landing lights from left wing leading edge. Installed XeVision High Intensity Discharge (HID) landing light assemblies into the vacated positions. The ballasts were attached to the outboard wing rib, outboard of the landing light openings, using click bond stud kit P/N 04-08020 fasteners. No holes are drilled into any structure. The existing switches, wiring, and circuit protection were reused. The provided HID wiring from the ballasts were routed directly and secured for chafe protection. All work was performed in accordance with AC43.13-1B, ch 11 (sec 3) PAR. 11-31, 32, 37, (sec 4) PAR 11-48., and XeVision installation instructions.

The following are instructions for continued airworthiness for this altered airframe.

- 1. Introduction: This installation was accomplished in order to gain better landing light illumination, and to increase service life of the landing lights.
- 2. Description: Removed existing landing lights and installed XeVision lights.
- 3. Control Operation: The lights are controlled with the existing aircraft landing light switches. There are no special procedures.
- 4. Servicing Information: The components are not field repairable and must be replaced with approved components.
- 5. Maintenance instructions: This lighting system is to be maintained in accordance with FAR Part 43.13. Inspections are to be performed in accordance with FAR 43.15.
- 6. Troubleshooting information: If the circuit breaker pops, replace the ballast unit. If the light does not illuminate, remove the lamp, or ballast, verify function, and replace as necessary. Bench testing must be done in accordance with XeVision installation and operation instructions which contain warnings for bench testing.
- 7. Removal and replacement information: The HID lamps are removed and installed in the same manner as the original lamps. The ballast is attached with click bond fasteners, incorporating three studs with the standard nuts. The wire harness between the ballast and lamps can be removed per XeVision Installation instructions.
- 8. Diagrams: Access is through the Socata provided panels. No diagrams are required.
- 9. Special Inspection Requirements.: N/A
- 10. Application of protective treatments: N/A
- 11. Special hardware: N/A
- 12. Special tools: N/A
- 13. Commuter Category Acft. N/A
- 14. Recommended Overhaul Periods: N/A
- 15. Airworthiness Limitations: There are none.
- 16. Revision: To revise these instructions for continued airworthiness, a letter will be submitted to the local Flight Standards District Office with a copy of the revised ICA.
- 17. Implementation and record keeping: These instructions for continued airworthiness are to be placed in the aircraft permanent records and referred to during aircraft systems inspections and maintenance.

.....END.....