



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark USA N336TS	Serial No. 42.AC036
	Make Diamond Aircraft	Model DA-42

2. Owner	Name (As shown on registration certificate) Mariash, Cary	Address (As shown on registration certificate) Address 1900 29th Ave NW
		City Saint Paul State MN
		Zip 55112 Country USA

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.
03/17/2008 DATE *Richard Moline* FAA INSPECTOR (MSP FSDOI)

4. Type

5. Unit Identification

Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Modern Aero, Inc.		U. S. Certificated Mechanic	Manufacturer
Address 14801 Pioneer Trail		Foreign Certificated Mechanic	C. Certificate No.
City Eden Prairie State MN		<input checked="" type="checkbox"/> Certificated Repair Station	MZER198L
Zip 55347 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual March 13, 2008 Richard Moline <i>Richard Moline</i>
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. MZER198L	Signature/Date of Authorized Individual 3/14/08 Richard Moline <i>Richard Moline</i>
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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

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

USA N336TS

03/13/2008

Nationality and Registration Mark

Date

Removed two XeVision (part number XV1-28) ballasts for left and right high intensity landing lights. Also removed two lamp cables from both ballasts to both landing lights.

Installed two XeVision (part number XV1D-50) ballasts for left and right high intensity landing lights. Also installed two lamp cables (part number XVLC-4) from both ballasts to both landing lights.

The ballasts were mounted in the same location as the previous ballasts and the lamp cables were routed the same as the previous lamp cables. The installation was performed using installation instructions provided by XeVision.

The aircraft records were revised to reflect these changes.

Instructions for Continued Airworthiness:

1. Introduction: This installation was accomplished to increase the landing light illumination from the factory installed 35 watt version to the 50 watt version.

2. Description: As above.

3. Control: The landing lights are controlled by the existing aircraft landing light switch.

4. Servicing Information: The components are not field repairable and must be replaced with approved components.

5. Maintenance Instructions: Refer to manufacturers installation and operating instructions.

6. Troubleshooting Information: Refer to manufacturers installation and operating instructions.

7. Removal and Replacement Information: Refer to Diamond Aircraft DA42 Maintenance Manual for removal and installation instructions.

8. Diagrams: N/A

9. Special Inspection Requirements: N/A

10. Application of Protective Treatments: N/A

11. Data: N/A

12. List of Special Tools: N/A

13. For Commuter Aircraft: N/A

14. Recommended Overhaul Periods: No Additional Time Limits.

15. Airworthiness Limitations Section: No Additional Airworthiness Limits.

16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and a revised ICA. The FAA inspector accepts the change by signing block 3 and including the following statement: "the attached revised/new instructions for Continued Airworthiness dated _____ for the above aircraft or superseding the instructions for Continued Airworthiness dated: _____".

Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, and the date of the Form 337.

17. Assistance: N/A

18. Implementation and Record Keeping: An entry has been entered into the aircraft records in accordance with FAR 43.9.

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Additional Sheets Are Attached