

RECEIVED



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

Harrisburg FSDO

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. §49301(a))

1. Aircraft	Nationality and Registration Mark N321JE	Serial No. 40374	
	Make Diamond	Model DA40	Series
2. Owner	Name (As shown on registration certificate) Jeffrey Dewey	Address (As shown on registration certificate) Address 682 Wallingford Rd, APT 101	
		City Lititz	State PA
		Zip 17543	County USA

3. For FAA Use Only

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

APPROVING INSPECTOR

DATE

AEA-FSDO-13

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 Joel A. Glover	Address 500 Airport Rd. Suite D City Lititz State PA Zip 17543 Country USA	<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
		<input type="checkbox"/> Certificated Repair Station	IA2849196
		<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 Joel A. Glover <i>Joel A. Glover</i> 1-11-08
--	--

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 Other (Specify)
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	

Certificate or Designation No. IA2849196	Signature/Date of Authorized Individual Joel A. Glover <i>Joel A. Glover</i> 1-11-08
---	--

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.

NS21JE

1-11-08

8. Description of Work Accomplished

Nationality and Registration Mark

Date

Removed the existing OEM landing light and Taxi light from the left wing leading edge. Installed the Xe Vision 50 watt 5300 lumens High Intensity Discharge (HID) landing light and taxi light in to the existing positions. The XV3A thin HID ballasts were attached to the inside bottom of the left wing using the click bond stud kit P/N XVCBS-2 provided by the MFG. No holes were drilled in to the structure of the wing. The existing landing light and taxi light switches were reused. The MFG supplied HID wiring from the ballasts were routed directly to the lamps and secured. All work was performed IAW AC43.13-1B (Sec 3) Par. 11-31, 32, 37 (Sec 4) Par. 11-48 and the Xe Vision Installation instructions. Recalculated weight and balance. Ammended Equipment list.

The following are ICA for the above referenced installation on this airframe.

- 1. **Introduction:** This installation was accomplished in order to gain better landing and taxi light illumination, and to have increased service life of the landing and taxi lights.
- 2. **Description:** Removed the OEM landing and taxi lights and installed the Xe Vision lights
- 3. **Control Operation:** These lights are controlled with the existing OEM landing and taxi light switches. No special procedures required for operation.
- 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 IAW FAR Part 43.13. Inspections are to be performed IAW FAR Part 43.15.
- 6. **Troubleshooting info:** If the Circuit breaker pops, Replace the ballast unit. If the light does not illuminate, removed the lamps or ballast, verify function and replace as necessary. Bench testing must be accomplished IAW XeVision installation and operation instructions which contains warnings on bench testing.
- 7. **Removal and replacement info:** The HID lamps are removed and installed in the same manner as the OEM lamps. The ballasts are attached with click bonds fasteners, incorporating 3 studs with standard nuts. The wire harness between the ballasts and lamps can be removed per the XeVision installation instructions.
- 8. **Diagrams:** Access to the lamps is through the leading edge landing light lens. Access to the ballasts is through the removal of the left wing tip assembly. No diagrams required. Refer the airframes maintenance manual.
- 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:** N/A
- 14. **Recommended overhaul periods:** N/A
- 15. **Airworthiness Limitations:** N/A
- 16. **Revision:** To revise these current instructions for Continued Airworthiness, a letter must be submitted to the local FSDO with a copy of the revised ICA.
- 17. **Implementation and record keeping:** These instructions for Continued Airworthiness are to be placed in the aircrafts permanent records and referred to during aircraft systems inspections and maintenance.

END

ACCEPTED

Signature

Date

AEA-FSDO-13