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

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. §401301(e)).

1. Aircraft
   - Nationality and Registration Mark
     N321JE
   - Serial No.
     40.374
   - Make
     Diamond
   - Model
     DA40

2. Owner
   - Name (As shown on registration certificate)
     Jeffrey Dewey
   - Address (As shown on registration certificate)
     682 Wellingtford Rd, APT 101
     City
     Lititz
     Zip
     17543
     State
     PA
     County
     USA

3. For FAA Use Only

4. Type
   - Repair
   - Alteration
   - Unit
   - Makes
   - Model
   - Serial No.
   - AIRFRAME
   - (As described in Item 1 above)
   - POWERPLANT
   - PROPELLER
   - APPLIANCE

5. Unit Identification
   - Type
     Manufacturer

6. Conformity Statement
   - A. Agency's Name and Address
     - Name
       Joel A. Glover
     - Address
       5100 Airport Rd, Suite D
     - City
       Lititz
     - Zip
       17543
     - State
       PA
     - County
       USA
   - B. Kind of Agency
     - U.S. Certified Mechanic
     - Foreign Certified Mechanic
     - C. Certificate No.
     - Certified Repair Station
     - Certified 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 herein 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.

7. Approval for Return to Service
   - Pursuant to the authority herein granted 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 Pitt Standards Inspector
     - FAA Designee
     - Repair Station
     - Other (Specify)
     - Certificate or Designation No.
     - Signature/Date of Authorized Individual
     - Joel A. Glover
   - 1-11-08

FAA Form 337 (10-08)
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.

Nationality and Registration Mark
NS21JE

Date
1/1/92

E. Description of Work Accomplished

Removed the existing OEM landing light and Taxi light from the left wing leading edge. Installed the Xe Vision 50 watt 6300 lumens High Intensity Discharge (HID) landing light and taxi light in to the existing positions. The XV3A thin HID ballast 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. Amended 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: The 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 lamp or ballast, verify function and replace as necessary. Bench testing must be accomplished IAW XeVision instruction and operation instructions which contain instructions 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 bond 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 airframe 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 ---