US Department

JAN MAJOR REPAIR AND ALTERATION

SECOND SHOWS THE PROPERTY OF STREET, SECOND STREET,	AND RESERVED TO SERVED AND ADDRESS OF THE PARTY OF THE PA	SHARP NO CHARLES
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iristr	ructions	ONS: Print end dispos n. (48 U.S.	or type ition of t C. §4630	all entri nis form. 11(a))	es. See Title 14 This report is re	CFF Squire	₹§ ed b	43.9, Part 43 y iaw (49 U.	Appendix B, an 3.C. §44701). Fa	d AC 43.9 liure to rep	-1 (or su ort can re	bsequent revision thereof) for suit in a civil penalty for each	
PRINCIPAL PROPERTY.	MANAGEMENT MANAGEMENT	Nationalit	y and Registration Mark			POSTAF ING	150 151 NO. 140 374			and the state of t			
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		Diamon	Diamond					DA40					
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2. Owner Jeffrey Dewey						Addesss 682 Wallingford Rd, APT 101			State PA				
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Address 500 Airport Rd. Suite D City Lititz state PA						Certificated	Repeate Sterions			ARIOMETRICA (CONTRACT CONTRACT CONTRACT CONTRACTOR CONTRACT CONTRACT CONTRACT CONTRACT CONTRACTOR CONTRACTOR C			
Zip	Zp 17543 Country USA Certificated Meintenance 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 harein is true and correct to the best of my knowledge.													
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		A Fit. Stand	fards	Man	Manufacturer			Maintenance Organization			Persons Approved by Canadian Department of Transport		
BY -	FA	A Designer	,	Rep	air Station	×	0n	spection Auth	orization	Other (Sp	ecify)		
	Certificate or Signature/Date of Authorized Individual							er kaja kaja dingga kalandari kaja kaja kaja kaja kaja kaja kaja kaj					
Designation No. Joel A. Glove													

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.

N321JE

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 wait 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 XVC3S-2 provided by the MFG. No holes were drilled in to the structure of the wing. The existing laning 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 AC43.13-18 (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 taxl 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 mainteined 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 ballests 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 XeVisioin installation instructions.
- 8. Diagrams: Access to the lamps is through the leading edge landing light lens. Access to the ballasts is throught the removal of the left wing tip assembly. No diagrams required. Refer the airframes maintnenace manual.
- 9. Special inspection requirements: N/A
- 10. Application of protective treatments. N/A
- 11. Special Hardware: WA
- 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.

FWD

ACCEPTED

Signature AEA-SDO-13