

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.

N356MA

11-28-07

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 XeVision 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 and wiring were reused. Removed the 5amp "LANDING LIGHT" Circuit breaker and installed a 10 amp circuit breaker in its place. Removed the taxi light wiring only from the "TAXI/MAP" 5amp breaker and installed a 10amp Circuit breaker in a spare hole in the circuit breaker panel and ran the "TAXI" light wires to it and labeled "Taxi". The existing MAP C/B was replaced with a 3amp breaker. The MFG supplied HID wiring from the ballasts were routed directly to the lamps and secured. All work was performed IAW AC43.13-1B, ch 11 (Sec 3) PAR. 11-31, 32, 37 (Sec 4) PAR. 11-48 and the XeVision 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 lights and installed XeVision lights
3. Control operation: These lights are controlled with the existing OEM landing and taxi light switches. No special procedures required.
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, remove 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 ballast is attached with click bonds fasteners, incorporating 3 studs with standard nuts. The wire harness between the ballast 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 ballast is through the removal of the left wing tip assembly. No diagrams required. Refer to the Aircrafts 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: None
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 aircraft permanent records and referred to during aircraft systems inspection and maintenance.

----- END -----

ACCEPTED

Signature

Date



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/09/2007

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 N356MA	Serial No. 40.356	
	Make Diamond	Model DA40	Series
2. Owner	Name (As shown on registration certificate) Lawson, Thomas J. & Lawson, Judy		Address (As shown on registration certificate) 105 Stoney Hill Rd
	City New Hope		State PA
	Zip 18938		Country USA

3. For FAA Use Only

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

APPROVING INSPECTOR

DATE 11/28/07 18938 PA 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		<input checked="" type="checkbox"/>	U. S. Certified Mechanic	Manufacturer
Address 500 Airport Rd. Suite D		<input type="checkbox"/>	Foreign Certified Mechanic	C. Certificate No.
City Lititz State PA		<input type="checkbox"/>	Certificated Repair Station	
Zip 17543 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 11-28-07
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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	Repair Station	<input checked="" type="checkbox"/>	Inspection Authorization
				Other (Specify)

Certificate or Designation No. ██████████	Signature/Date of Authorized Individual 11-28-07
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