



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Transport Airplane Directorate  
Aircraft Certification Service  
Seattle MIDO

2500 East Valley Road, Suite C-2  
Renton, Washington 98057

March 10, 2008

Seaton Engineering Corp.  
18405 E. Baldwin Avenue  
Greenacres, WA 99016

Attn: William J. Seaton

**FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL**

We found the design of your part meets the regulatory requirements for airworthiness applicable to the eligible products listed in the attached supplement. Also, per Title 14 CFR 21.303(h), we found you have the required fabrication inspection system (FIS) at your 18405 E. Baldwin Avenue, Greenacres, WA 99016. Accordingly, we grant you parts manufacturer approval (PMA) to produce the replacement parts listed in the enclosed supplement. These parts must conform to the approved designs. Report any future minor changes in the part designs to us in an agreed upon manner and timeframe. However, we must approve any changes to critical or life-limited parts or any major design changes before you can implement them.

The following terms and conditions apply to this approval:

1. The manufacturer's Fabrication Inspection System, methods, procedures and manufacturing facilities, including suppliers, are subject to FAA surveillance or investigations. Accordingly, the manufacturer must advise their suppliers that their facilities are also subject to FAA surveillance and investigation.
2. The manufacturer must notify our district office Seattle Manufacturing Inspection District Office (MIDO) at 2500 East Valley Road, Suite C-2, Renton, Washington, 98057, in writing within 10 days from the date the manufacturing facilities at which parts are manufactured are relocated or expanded to include additional facilities at other locations. This requirement also applies to manufacturer's suppliers with major inspection authorization, and those who furnish parts or related services where a safety and conformance determination to the approved design cannot or will not be made upon receipt at the approved receiving facility.
3. Upon request, the manufacturer must make available to FAA any pertinent information concerning their suppliers who furnish parts/services. This includes:

- A description of the part or service;
- Where and by whom the part or service will undergo inspection;
- Any delegation of inspection duties;
- Any delegation of materials review authority;
- Name and title of FAA contact at the supplier facility;
- Any direct shipment authority;
- The inspection procedures required to be implemented;
- Results of the manufacturer's evaluation, audit, and/or surveillance of their suppliers;
- The purchase/work order number (or equivalent); and
- Any feedback relative to service difficulties originating at the manufacturer's suppliers.

4. Parts, appliances, or manufacturing services furnished by any suppliers located in a foreign country may not be used in the production of any part or appliance listed in the enclosed supplement unless:

- a. That part or service can and will be completely inspected for conformity at the manufacturer's U.S. facility; or
- b. The FAA has determined that the location of the foreign supplier facility places no undue burden on the FAA in administering applicable airworthiness requirements. The manufacturer must advise the FAA at least 10 days in advance when the use of such foreign suppliers is contemplated. This allows the FAA to make this determination; or
- c. The parts/services furnished by the foreign supplier are produced under the "components" provisions of U.S. bilateral airworthiness agreements. They are also approved for import to the U.S. according to 14 CFR § 21.502.

5. Permanently mark parts produced under the terms of this approval with the identification information as required by 14 CFR § 45.15. Use the letters "FAA-PMA," the name, trademark, or symbol of the company, the part number, and the name and model designation of each type-certificated product on which the part is eligible for installation. If the part is too small or impractical to mark, the FAA must approve alternate means of identification. For a part based on an STC, the identification of installation-eligible type-certificated products must refer to the STC on the shipping document. Reference the assembly PMA part number on the shipping document.

6. This approval is not transferable and it may be withdrawn for any reason that precludes its issuance or whenever the FAA finds that the Fabrication Inspection System is not being maintained. A withdrawal may occur if unsafe or nonconforming parts are accepted under the fabrication inspection system.

7. Our district office must be notified within 10 days from the date of the address change in this approval.

8. The manufacturer must maintain their fabrication inspection system in continuous compliance with the requirements of 14 CFR § 21.303(h). The manufacturer must also ensure that each part conforms to the approved design data and is safe for installation on type-certificated products.

9. The manufacturer is eligible for the appointment of qualified individuals in their employ to represent the FAA as Designated Manufacturing Inspection Representatives (DMIRs) or Organization Designated Airworthiness Representatives (ODARs). The DMIRs and ODARs issue Export Airworthiness Approvals for Class II and Class III products.

10. The manufacturer shall report information concerning service difficulties on any part produced under this approval to our district office in a timely manner. The manufacturer should also report any failures, malfunctions, and defects that require reporting under 14 CFR § 21.3.

11. All technical data required by 14 CFR § 21.303(c)(3) (for the parts to be produced under this approval) must be readily available to the FAA at the facility where parts are being produced.

12. The manufacturer shall notify our district office immediately, in writing, of any changes to the Fabrication Inspection System that may affect the inspection, conformity, or airworthiness of the parts approved in this letter.

13. The manufacturer shall produce all parts in accordance with Seaton Engineering Corp, Fabrication Inspection Manual, dated January 05,2008, which has been accepted as evidence of compliance with 14 CFR § 21.303(h). Accordingly, any revisions to these data must be submitted for approval by this office before implementation.

Sincerely,



Wolf R. Caliebe  
Manager, Seattle Manufacturing  
Inspection District Office

Enclosure:  
Parts Manufacturer Approval Listing  
Supplement No. 1

**FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL**

Seaton Engineering Corp.  
18405 E. Baldwin Avenue  
Greenacres, WA 99016

PMA NO.: PQ2574NM  
Supplement NO.: 1  
Date: March 6, 2008

<u>PART NAME</u>	<u>PART NUMBER</u>	<u>APPROVED REPLACEMENT FOR PART NUMBER</u>	<u>APPROVAL BASIS AND APPROVED DESIGN DATA</u>	<u>MAKE ELIGIBILITY</u>	<u>MODEL ELIGIBILITY</u>
MaxDim Lamp Intensity Controller	9100-001-A	Modification Part	STC ST01800SE <b>DWG:</b> Seaton Engineering Corp. MDL 9750-002 <b>Rev:</b> Y <b>Date:</b> May 10, 2007 or later FAA approved revisions	<b>Aero Commander</b> (Dynac Aerospace Corp)  <b>Aerostar Aircraft Corp.</b> (Piper Aerostar)  <b>American Champion</b>  <b>Aviat</b> (Sky International)  <b>Bellanca</b> (Alexandria Aircraft LLC)  <b>Bushmaster</b>  <b>Cessna</b>	10, 10A, 100, 100A, 100-180  PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), PA-60-700P (Aerostar 700P) 360, 400  7GCA, 7GCB, 7KC, 7GCBA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, 8GCBC  A-1, A-1A, A-1B  14-13, 14-13-2, 14-13-3, 14-13-3W, 14-19, 14-19-2, 14-19-3, 14-19-3A, 17-30, 17-31, 17-31TC, 17-30A, 17-31A, 17-31ATC  Bushmaster 2000  120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, 152, A152, 170, 170A, 170B, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S, 172RG, P172D, R172E, R172F, R172G, R172H, R172J,

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				<b>Commander Aircraft Co.</b>	112, 112TC, 112B, 112TCA, 114, 114A, 114B, 114TC
				<b>DeHavilland/Bombardier</b>	DHC-2 Mark I, DHC-2 Mark II, DHC-2 Mark III, (Twin Otter) DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, DHC-3
				<b>Extra</b> (Extra Flugzeugbau GmbH)	EA-400
				<b>Fairchild</b>	SA26-T, SA26-AT, SA226-T, SA226-AT, SA226-T(B), SA227-AT, SA227-TT, SA226-TC, SA227-AC (C-26A), SA227-BC (C-26A), SA227-PC, SA227-CC, SA227-DC
				<b>Found Aircraft Development, Inc.</b>	FBA-2C, FBA-2C1 (Bush Hawk), FBA-2C2 (Bush Hawk XP)
				<b>Grumman American</b> (Tiger Aircraft LLC)	AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, AA-5B, AG-5B
				<b>Gulfstream American Corp</b> (Grumman)	G-44, G-44A, SCAN Type 30
				<b>Helio</b> (Alliance Aircraft Group, LLC)	15A, 20, H-250, H-295, HT-295, H391, H391B, H-395, H-395A, H-700, H-800, HST-550, HST-550A, 500

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				<b>Mooney Aircraft Corp</b>	M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, M22
				<b>Moravan (Moravan a.s.)</b>	ZLIN 562L, ZLIN Z-242L, Z-143L
				<b>Navion Aircraft Company, Ltd. (Navion)</b>	Navion (L-17A), Navion A (L-17B or L-17C), Navion B, Navion D, Navion E, Navion F, Navion G, Navion H
				<b>North American (Rockwell International)</b>	BC-1A, AT-6 (SNJ 2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6, SNJ-7), T-6G, NA-260
				<b>OMF (Symphony Aircraft Industries, Ostmecklenburgische Flugzeugbau GmbH)</b>	OMF-100-160, SA 160
				<b>Pilatus Aircraft Limited</b>	PC-12, PC-12/45, PC-12/47, PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-7

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				<b>Raytheon</b> (Beech)	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC, 35, A35, B35, C35, D35, E35, F35, G35, 35R, F90, 76, 200, 200C, 200CT, 200T, A200, B200, B200C, B200CT, B200T, 300, 300LW, B300, B300C, 1900, 1900C, 1900D, A100-1 (U-21J), A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D) or (FWC-12D) or (RC-12D) or (C-12F) or (RC-12G) or (RC-12H) or (RC-12K), or (RC-12P) or (RC-12Q), B200C (C-12F) or (UC-12F) or (UC-12M), or (C-12R), 1900C (C-12J), 65, A65, A65-8200, 65-80, 65-A80, 65-A80-8800, 65-B80, 65-88, 65-A90, 70, B90, C90, C90A, E90, H90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, C90GT, 65-90, 95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A, 58P, 58PA, 58TC,

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				<b>Swift Museum Foundation Inc.</b>	GC-1A, GC-1B
				<b>Twin Commander Aircraft Corp.</b>	500, 500-A, 500-B, 500-U, 500-S, 520, 560, 560-A, 560-E, 560-F, 680, 680E, 680F, 680F(P), 680FL, 680FL(P), 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 690D, 695, 695A, 695B, 720, 700

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END OF LISTING

**NOTE:** The procedures that are acceptable to the type certificate or TSO authorization holder and their cognizant FAA Aircraft Certification Office, for minor changes to original parts used on type-certificated products, are also acceptable for incorporating the same minor changes on identical FAA-PMA replacement parts. The FAA-PMA holder must show traceability to the TC, STC, or TSO authorization holder on all minor changes incorporated by this procedure. When these procedures are no longer applicable because of completion of the production contract, or termination of the licensing agreement or business relationship, submit all subsequent minor design changes to the PMA parts in a manner determined by the ACO. TC, STC, or TSO authorization holder controls all major design changes to drawings and specifications.



Wolf R. Caliebe, Manager  
Seattle Manufacturing  
Inspection District Office