



US Department
of Transportation
Federal Aviation
Administration

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

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. §46301(a))

1. Aircraft	Nationality and Registration Mark USA N547SH	Serial No. 0752	
	Make Cirrus	Model SR-22	Series 22
2. Owner	Name (As shown on registration certificate) Lago Sunrise LLC		Address (As shown on registration certificate) C/O NRAI 160 Greentree Dr. Ste 101
	City Dover		State DE
	Zip 19904		Country USA

3. For FAA Use Only

The alteration or repair identified herein complies with the applicable airworthiness requirements and is approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in § 43.7.

SW19
District Office

APR 25 2008
Date

[Signature]
FAA Inspector

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 Aurora Aviation	Address 355 McGregor Airport Road	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
City Mc Gregor	State TX	<input checked="" type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No. [REDACTED]
Zip 76657	Country USA	<input type="checkbox"/> Certificated Repair Station	<input type="checkbox"/> Limited Airman
		<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 <i>[Signature]</i> April 25, 2008
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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	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. [REDACTED]		Signature/Date of Authority <i>[Signature]</i> April 25, 2008			

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.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N547SH

04/25/2008

Nationality and Registration Mark

Date

Aircraft S/n: 0752

Removed existing H.I.D. Ballast Assembly (Cirrus P/n: 12580-104) and harness.

Fabricated bracket, 4 inch by 6 inch, using .063" 2024-T3 aluminum sheet. Installed Aero Visions International Inc. XeVision HID Landing Light Ballast to the bracket using three MS24694S51 screws, NAS 1149-363P washers, and three MS21045-3 nuts. Installed assembly to the firewall using pre-existing holes and three MS27039-1-10 screws, and three NAS1149-363P washers. Fay sealed bracket using Dow Corning Red RTV #736.

The original Cirrus bulb assembly was used, P/n: 12580-123.

Installation performed in accordance with the XeVision Installation and Operation Manual and AC 43.13-1B.

Equipment list updated. Details on file under Work Order #: AA08-0091.

Instructions for continued airworthiness:

- 1) Introduction: Aero Visions International Inc. XeVision HID Landing Light System
- 2) Description: This assembly replaces the original landing light ballast and wire harness. The pre-existing lamp and mounting locations for the OEM system were used.
- 3) Control Operation Information: When bench testing the lamp, do not start, or shut down the lamp with the light beam oriented at an angle of more than 45 degrees above or below horizontal during startup (1st minute of operation) or cool down (1st minute after turn off). If the lamp is turned off and left in the vertical or near vertical position during the cooling cycle, METAL Halide salts (Yellow looking material in the center of the arc tube) will form, rendering the lamp inoperable and will ruin the bulb.
- 4) Servicing Information: N/a
- 5) Maintenance: For repairs or replacement contact Aero Visions International Inc. 4245 Airport Road, Ogden UT 84405. Website: www.xevision.com. Phone: (801) 622-7000.
- 6) Troubleshooting information: See attached wiring diagram and contact Aero Visions International Inc. 801-622-7000.
- 7) Removal and replacement information: Refer to XeVision Installation and Operational Instructions.
- 8) Diagrams: See Attached wiring diagram.
- 9) Perform Inspection annually in accordance with FAR 43, Appendix D.
- 10) Application of protective treatments: None.
- 11) Data: N/a
- 12) List of Special Tools: None.
- 13) N/A

Additional Sheets Are Attached

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USA N547SH

04/25/2008

Nationality and Registration Mark

Date

14) Recommended overhaul periods: No Additional overhaul time limitations.

15) Airworthiness limitation section: No Additional.

16) Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA.

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Additional Sheets Are Attached