

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)	Form Approved OMB No. 2120-0020 11/30/2007
U.S. Department of Transportation Federal Aviation Administration	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 N575JK	Serial No. 10030	
	Make American General	Model AG5B	Series
2. Owner	Name (As shown on registration certificate) Kirk, Kenneth G		Address (As shown on registration certificate) Address 2710 Columbus St.
			City Grove City State OH
			Zip 43123 Country US

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized on FAR Part 43, Section 43.7

SBN F800 2/27/07
Date

[Signature]
Signature of 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 John Sjaardema		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 2326 W. Clark St.		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Kennelston State IN		<input type="checkbox"/> Certificated Repair Station	2100539
Zip 47978 Country US		<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>John Sjaardema</i> / March 8, 2007
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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 Ft. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. 2100539	Signature/Date of Authorized Individual <i>John Sjaardema</i> March 8, 2007
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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.)

N575JK

Nationality and Registration Mark

Date

Para A

Removed existing Whelen Landing Light P/N 01-0770346-01 from original position in both wing tips. Installed Xe-Vision XV-19 light assembly with adapter in exact mounting hole. Mounted ballast adjacent to light assembly on flat surface of wing tip with Quick Bond Stud Kit P/N 04-06020. Attached original wires to ballast and all other aspects of system remain unchanged. All work was performed in accordance with AC43.13-1B Chapter 11 Section 3 para. 11-31, 32, 37, Section 4 para. 11-48 and as per XeVision Installation Instructions. Amended Aircraft Weight & Balance and Equipment List.

Para B Continued Airworthiness

1. Introduction: This installation was accomplished to increase landing light illumination and to increase the service life of the landing light.
2. Description: Removed existing landing light and installed XeVision HID light.
3. Control Operation: The light is controlled with the existing aircraft landing light switch. There are no special procedures.
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 in accordance with FAR part 43.13. Inspections are to be performed in accordance with FAR part 43.15.
6. Troubleshooting Information: If the circuit breaker pops, replace the ballast unit. If the light does not illuminate, remove the lamp or ballast, verify function and replace as required. Bench testing must be done in accordance with the XeVision installation and operation instructions which contain warnings for bench testing.
7. Removal and Replacement Information: The HID lamp is removed and replaced in the same manner as the original lamp. The ballast is attached to the wingtip using standard procedures and hardware. The wire harness between the ballast and the lamp shall be removed in accordance with the XeVision installation and operation instructions.
8. Diagrams: Access is through the removal of the wingtip. No diagrams are required.
9. Special Inspection Requirements: Not Applicable.
10. Application of Protective Treatments: Not Applicable.
11. Special Hardware: Not Applicable.
12. Special Tools: Not Applicable.
13. Commuter Category Aircraft: Not Applicable.
14. Recommended Overhaul Periods: Not Applicable.
15. Airworthiness Limitations: There are no additional airworthiness limitations.
16. Revisions: To revise these instructions for continued airworthiness, a letter will be submitted to the local Flight Standards District Office with a copy of the revised Form 337 and 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 inspections and maintenance.

Additional Sheets Are Attached