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

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
   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 NRF 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.
   District Office
   APR 2 5 2008
   FAA Inspector

4. Type
   Repair
   Alteration
   Unit
   Make
   Model
   Serial No.
   AIRFRAME
   X
   (As described in Item 1 above)
   POWERPLANT
   PROPELLER
   APPLIANCE

5. Unit Identification
   Type
   Manufacturer

6. Conformity Statement
   A. Agency's Name and Address
   Name
   Aurora Aviation
   Address
   355 McGregor Airport Road
   City
   McGregor
   State
   TX
   Zip
   76657
   Country
   USA
   B. Kind of Agency
   U.S. Certificated Mechanic
   Foreign Certificated Mechanic
   Certificated Repair Station
   Certificated Maintenance Organization
   C. Certificate No.
   X
   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.
   Signature/Date of Authorized Individual
   April 25, 2008

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
   [X] Approved
   [ ] Rejected
   BY
   FAA Flt. Standards Inspector
   Manufacturer
   Maintenance Organization
   Persons Approved by Canadian Department of Transport
   FAA Designee
   Repair Station
   Inspection Authorization
   Other (Specify)
   Signature/Date of Authorized Individual
   April 25, 2008

FAA Form 337 (10-08)
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: 12581-123.

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

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USA N547SH

Nationality and Registration Mark

04/25/2008

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