U.S Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 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. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make: GRUMMAN AMERICAN	Model: AA-5
	Serial No.: AA5-0672	Nationality and Registration Mark: N67TP
2. Owner	Name (As shown on registration certificate): PREVOST, THOMAS A. ALEXANDER, LINDA J.	Address (As shown on registration certificate): 15700 CHERRY BLOSSOM LN NORTH POTOMAC, MD 20878-4905

3. For FAA Use Only

The data/alteration identified hereon complies 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 SEP 27 2005 AEA-FSDO-13

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
JOEL STOUT 186 AIRPORT ROAD MARIETTA PA17547	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	166688045

D. I certify that the repair and/or alteration made to the unit(s) identified in Item 4 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.

Date	Signature of Authorized Individual
9-27-05	

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in Item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
9-27-05	166688045	

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.)

INSPECTED THE PRIOR INSTALLATION OF THE FOLLOWING EQUIPMENT AND RELATED COMPONENTS:

MONROY ATD-300 TRAFFIC-WATCH COLLISION AVOIDANCE SYSTEM

A. INSTALLATION: The Monroy ATD-300 Traffic-Watch unit is a stand-alone electronic alert system and is not considered to be "required aircraft equipment". Being classified as optional equipment allows the ATD-300 Traffic-Watch to be installed in this aircraft by using the methods, techniques, and practices that are acceptable to the FAA Administrator. The complete description of the ATD-300 Traffic-Watch installation is documented on this FAA Form 337 for submission to the local FAA District Office for FAA Field Approval.

The ATD-300 Traffic-Watch was installed in an unused instrument opening located to the left of the radio stack at Station 66.0, with a weight of 10 ounces (.63 pounds). The ATD-300 Traffic-Watch unit draws a maximum current of 180mA and was wired to the master avionics buss. The audio was connected to the audio panel through the system's auxiliary input. The ATD-300 Traffic-Watch uses a standard transponder antenna remotely located on the right underside of the engine cowling using an existing mounting hole and connected via RG-400 cable. The installation was performed in accordance with the ATD-300 Traffic-Watch Operating Manual, pages 11 thru 15. A placard stating "WHEN TRAFFIC IS ALERTED, DO NOT PERFORM ANY EVASIVE MANEUVERS UNLESS VISUAL CONTACT IS ESTABLISHED" was installed immediately under the ATD-300.

B. ELECTRICAL LOAD: With the addition of the ATD-300 to the aircraft, the total continuous electrical load requirements do not exceed 80% of the total rated alternator output

C. MAINTENANCE REFERENCES: In addition to the Traffic-Watch ATD-300 Operating Manual, Version 1.6, dated 01/2004, the following maintenance references were also used to perform this installation:

FAA Advisory Circular 43.13-1B, Chapter 10, Weight & Balance
FAA Advisory Circular 43.13-2A, Chapter 1, Para. 1 through 12, Structural Data
FAA Advisory Circular 43.13-2A, Chapter 2, Para. 21, 22, 23, 25, 26, 27, Radio Installations

D. GROUND CHECK: The ATD-300 Traffic-Watch system post installation checkout was performed following the instructions in the ATD-300 Traffic-Watch Operating Manual, Section 5, Operation, Page 8. The system was found to operate normally, safely, and in accordance with the Monroy ATD-300 Traffic-Watch specifications. This system is independent of other avionics and instruments and is not integrated with any other installed system. It has been determined that the interrelationship between this installation and any other previously approved alteration or configuration will not induce any adverse affects upon the airworthiness of this aircraft. The ATD-300 Traffic-Watch system is EMI/RFI shielded and will not cause any interference with other aircraft systems, operation of the aircraft, or affect the occupants within the aircraft.

E. AIRCRAFT RECORDS: The Aircraft Equipment List and Weight & Balance Data Sheet have been revised to reflect this installation. A maintenance record entry has been made in the Airframe Logbook referencing this FAA Form 337 by date, to comply with FAR Section 43.9.

ICA - Instructions for Continuing Airworthiness follow this document

2☒ Additional Sheets Are Attached

[GRUMMAN AMERICAN AA-5] [SERIAL NO. AA5-0672] [N67TP]

MONROY ATD-300 TRAFFIC-WATCH COLLISION AVOIDANCE SYSTEM
(Continuation of FAA Form 337)

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

1) **Introduction:** The ATD-300 Traffic-Watch system is a passive receiver capable of detecting transponder replies from nearby aircraft and displaying their range and altitude on an 8-character dot matrix yellow LED display. It also provides distinctive voice warnings in relation to traffic proximity. The ATD-300 has a detection range of 5 nautical miles.

2) **Description:** This ATD-300 Traffic-Watch installation provides the capability of receiving transponder signals from other aircraft and using that data to aid the pilot in avoiding those other aircraft having active transponders. It consists of an ATC-300 Traffic-Watch unit installed in the panel using hardware provided by with the unit. The wiring and installation of this system is to be performed in accordance with ATD-300 Traffic-Watch Operating Manual and standard aircraft maintenance practices.

3) **Controls, Operation Information:** Operation of the ATD-300 Traffic-Watch unit is described in the ATD-300 Traffic-Watch Operating Manual

4) **Servicing Information:** The ATD-300 Traffic-Watch must be returned to the manufacturer for service.

5) **Maintenance Instructions:** Condition and airworthiness inspections of this ATD-300 Traffic-Watch system will coincide with Annual Inspections and/or 100 Hour Inspections as appropriate using normal aircraft avionics inspection procedures. Other than regular periodic inspections and functional checks, maintenance of this ATD-300 Traffic-Watch system is "on condition" with no specific overhaul period. Any maintenance or preventive maintenance required on this system will be accomplished using the references described in paragraphs A & C above. Condition and/or airworthiness inspections required under FAR Part 43, or other FAA approved maintenance programs, must include the following checks:

   a) Perform functional checks as outlined in the ATD-300 Traffic-Watch Operating Manual to assure the ATD-300 Traffic-Watch system operates properly.

   b) Re-check the component installation using the ATD-300 Traffic-Watch Operating Manual to confirm integrity and condition of the ATD-300 Traffic-Watch system.

6) **Trouble-shooting Information:** Trouble-shooting instructions are contained on page 17 (Section 9.0) of the ATD-300 Traffic-Watch Operating Manual. System function should be determined through functional checks as indicated in that Manual.

7) **Removal and Replacement Information:** All components can be removed with common tools and practices. Installation of components required for this alteration must be in accordance with the instructions contained in the ATD-300 Traffic-Watch Operating Manual.

8) **Diagrams:** See ATD-300 Traffic-Watch Operating Manual.

9) **Special Inspection:** None

10) **Application of Protective Treatments:** ATD-300 Traffic-Watch System should not be exposed to any protective coating treatments.

11) **Structural Fasteners:** Standard aircraft hardware is used in the installation of this ATD-300.

12) **Special Tools:** None

13) **Information For Commuter Category Aircraft:** Not Applicable

14) **Recommended Overhaul Periods:** None

15) **Airworthiness Limitations Section:** There are no airworthiness limitations as a result of this ATD-300 system installation.

16) **Revisions:**

ACCEPTED
SEP 20 20
Signature AEA-FSDO-15 Date

END