

# Supplemental Type Certificate

*Number* SA2614NM

*This certificate, issued to*

**Rosen Sunvisor Systems, LLC  
86365 College View Road  
Eugene, OR 97405**

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations. (See Type Certificate Data Sheets A46EU and A7EU for complete certification basis.)*

*Original Product—Type Certificate Number:* A46EU, A7EU  
*Make:* Dassault-Breguet  
*Model:* Mystere-Falcon 50, Mystere-Falcon 200

*Description of the Type Design Change:* Cockpit Sun Visor installation in accordance with FAA approved Rosen Drawing List Number RF 50/200-00DL, dated May 15, 1984, or later FAA approved revision.

*Limitations and Conditions:* The approval of this change in type design applies basically to the above model aircraft only. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of the aircraft. A copy of this Certificate and FAA approved Drawing List Number RF 50/200-00DL shall be maintained as part of the permanent records of the modified aircraft.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

*Date of application:* May 15, 1984

*Date reissued:* March 24, 2003

*Date of issuance:* June 26, 1984

*Date amended:* February 21, 1985; March 24, 2003



*By direction of the Administrator*

*[Signature]*  
 \_\_\_\_\_  
 Acting Manager, Seattle Aircraft Certification Office  
 (Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.



Department of Transport

# Supplemental Type Certificate

**This approval is issued to:**

Rosen Sunvisor Systems  
86365 College View Road  
Eugene, Oregon 97405  
U.S.A.

**Number:** SA85-21

**Issue No.:** 3

**Approval Date:** December 05, 1985

**Issue Date:** November 27, 2002

**Responsible Office:**

Quebec

**Aircraft/Engine Type or Model:**

Mystère Falcon 50 and 200

**Canadian Type Certificate or Equivalent:**

A-136 (Falcon 50) and A-81 (Falcon 200)

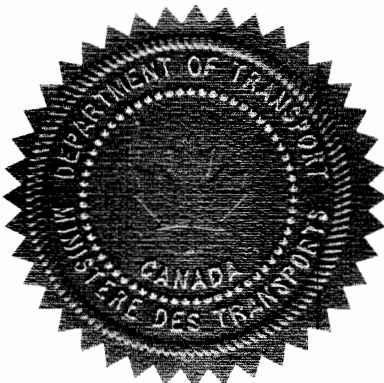
**Description of Type Design Change:**

Installation of cockpit sun visor in accordance with FAA STC SA2614NM.

**Installation/Operating Data,  
Required Equipment and Limitations:**

Installation of cockpit sun visor is to be done in accordance with FAA approved Rosen Drawing List Number RF 50/200-00DL dated May 15, 1984 or later FAA approved revisions.

—End—



**Conditions:** This approval is only applicable to the type/model of aeronautical product specified therein. Prior to incorporating this modification, the installer shall establish that the interrelationship between this change and any other modification(s) incorporated **will not** adversely affect the airworthiness of the modified product

Richard Fortier

Regional Manager, Aircraft Certification  
For Minister of Transport



## European Aviation Safety Agency

# SUPPLEMENTAL TYPE CERTIFICATE

## 10027193

Project reference: 0060004531-001

Reference: P-EASA.IM.A.S.03219

This Supplemental Type Certificate is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EC) No. 1702/2003 to

**ROSEN SUNVISOR SYSTEMS LLC  
86365 COLLEGE VIEW ROAD  
EUGENE, OREGON 97405  
USA**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

**Original Product TC Number: 1. DGAC TC 35; 2. EASA.A.062**  
**TC Holder: DASSAULT AVIATION**  
**Model: 1. MYSTERE FALCON 200**  
**Model: 2. MYSTERE FALCON 50**

### **EASA Certification Basis:**

The Certification Basis for the original product remains applicable to this certificate/ approval

The certificated noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval

### **Description of Design Change:**

EASA Validation of FAA STC SA2614NM:

Cockpit Sun Visor Installation in accordance with Rosen Drawing List No. RF 50/200-00DL, Revision C dated 26th August 2009 or later revisions approved by EASA in accordance with EASA ED Decision 2004/04/CF (or subsequent revisions of this decision)

### **Associated Technical Documentation:**

See those of original FAA STC SA2614NM

or later revisions of the above listed documents approved by EASA in accordance with EASA ED Decision 2004/04/CF (or subsequent revisions of this decision)

### **Limitations:**

This EASA approval is also applicable to the Falcon 50EX version of the MF50 aircraft model as per this aircraft version definition described on EASA TCDS.A.062



## European Aviation Safety Agency

**Conditions:**

Prior to installation of this modification it must be determined that the interrelationship between this modification and any other previously installed modification and/ or repair will introduce no adverse effect upon the airworthiness of the product.

This Certificate shall remain valid unless otherwise surrendered or revoked.

**For the European Aviation Safety Agency,**

**Date of issue: 15.09.2009**

**Armin KAISER**  
Project Certification Manager  
Large Aeroplanes



**Monorail Sunvisor System**

**for**  
**Dassault Falcon 50/200**

Date	Revision	Approved
2/18/22	K	SYS

Drawing List  
**RF 50/200-00DL**

Doc. #9040-0135-001

Drawing	Replaces	Description	Rev
<b>1352000</b>	RF50/200-300-1 R1350000-2	<b>Complete System, Falcon 50/200</b>	<b>C</b>
1350100	RF-50/200-100	Monorail Assembly	D
1350101	RF-50/200-100-10 R1350101	Monorail	C
1350102	RF-50/200-100-1	Side Bracket -1, -2	C
1350103	RF-50/200-100-3	Side Bracket -3	C
1350104	RF-50/200-100-5	Side Bracket -5, -6, -7	C
1350105	RF-50/200-100-4	Front Bracket -4	C
<b>1350400</b>	R1350400	<b>Visor Assembly</b>	<b>N</b>
1350401	RF50/200-300-3 R1350401	Lens	K
1110202		Swivel Nut Plate	E
1120000-001	R1120000-001 RCBS-100	Complete Clamping Block Assembly	K
1120102-001	R1120102-001 RCBS-100-8AB	Clamping Block Body	L
1120101-001	R1120101-001 RCBS-100-7A	Nut Plate – Standard	L
1120104		Thumb Knob - Standard	M
1120203	R1120203	Swivel	P
9041-0135-001		Installation Instructions	C

# Rosen®

SUNVISOR SYSTEMS

<p><b><u>KITS</u></b></p> <p><b>RCBS-300-11M</b> 1120104-002 RCBS-300-18 PCS-1000-14-STZ</p> <p><b>RCBS-100</b> 1120000-001 1110202 832X716FSHCSSBP 832X14BSHCSSBP PCS-1000-14-STZ</p> <p><b>R1350401</b></p>		<p><b>Kit, Standard Thumb Knob</b> Thumb Knob Spring E-Clip</p> <p><b>Clamping Block Assembly</b> Clamping Block Swival Nut Plate Screw, 8-32X7/16 Flat Socket Head 82° Screw, 8-32X1.4 Button Head Socket E-Clip</p> <p><b>Lens</b></p>	<p><b>D</b> <b>M</b></p> <p><b>E</b> <b>K</b> <b>E</b></p> <p><b>K</b></p>
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## Installation Instructions for Dassault Falcon 50/50EX/200 Monorail Sunvisor System

(Kit R1352000)

This is an FAA STC'd installation requiring a logbook entry upon completion.

Doc: 9041-0135-001

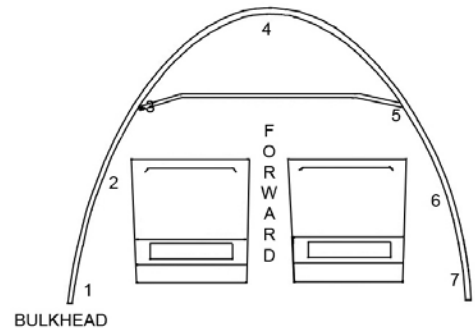
Please read through these instructions completely before beginning.

Date	Revision	Approved
8/26/09	C	GH

### Hardware:

1	AN526C1032R9	#10-32 x 9/16 Screw
6	AN526C832R10	#8-32 x 5/8 Screw
6	AN526C832R24	#8-32 x 1-1/2 Screw
1	A10K80	#10 Rivnut
1	5610-114-70	#12 White Nylon Washer
6	90295A110	#8 White Nylon Washer
1	3/32 Hex Key	
1	7/64 Hex Key	

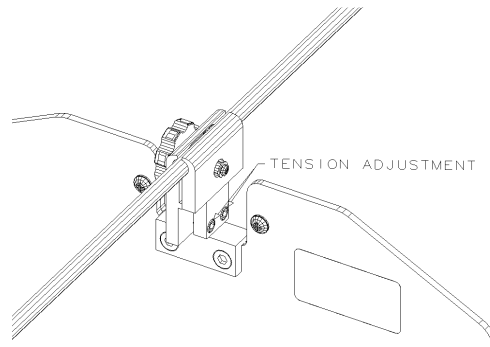
- During the installation of your new monorail sunvisor system, we will refer to the attach brackets as Brackets #1 through #7 as diagrammed here:
- These brackets pick up the three (3) existing #8 fasteners on either side of the aircraft above the window line. The side brackets are slotted to allow for manufacturing variance on the location of the shock mounts to which the overhead shell attaches.
- Carefully take the monorail into the cockpit. The ends can be sprung inward slightly to get it into the cockpit area.
- Remove the three (3) existing #8 fasteners and the Nylon washers on the pilot's side and loosely attach brackets #1, 2, and 3 using AN526C832R10 (#8-32 x 5/8 inch cross point screws) or AN526C832R24 (#8-32 x 1-1/2 inch cross point screws).



NOTE: Two screw lengths are provided to compensate for possible shimming for position. Select the appropriate screw length for your aircraft.

- Remove the three (3) existing #8 fasteners and the Nylon washers on the co-pilot's side and loosely attach three (3) AN526C832R10 (#8-32 x 5/8 cross point screws) or AN526C832R24 (#8-32 x 1-1/2 inch cross point screws) in bracket #5, #6, and #7. The rail may need some fore and aft movement to insure proper alignment with the fasteners.
- With all six (6) side fasteners installed mark the location of bracket #4 as it sits tight against the front overhead cross panel. This mark will be used to locate the hole for the installation of the A10K80 rivnut. Check that the forward part of the monorail does not hit the overhead. Bracket #4 should provide adequate clearance for the visor clamping block and mounts directly forward of the compass. If additional clearance is desired the monorail can be shimmed down at this point (check when fully installed).
- Remove the monorail one side at a time and loosely replace the fasteners.

- Install the A10K80 rivnut by drilling a .250" hole into the fiberglass shell (the shell has a rubber backing for sound deadening). **DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.**
- Re-install the monorail as before and pick up Front Bracket #4 with the AN526C1032R9 (#10-32 x 9/16 inch) screw provided.
- Secure all brackets/fasteners.
- Open pilot's sliding widow and check for adequate clearance.
- Install both visor assemblies by unscrewing the thumb tension knobs until the clamping blocks can be slipped over the rails. Tighten the thumb tension knobs until the snap ring can be installed onto the snap ring groove on the back. Install the provided snap ring. This snap ring prevents inadvertent over loosening of the tensioning knob and acts as a tactile indicator that further loosening must not be attempted. When the visor is on the rail the tensioning knob should face the pilots.
- Check for proper clearance between the visor thumb knob and the headliner by tightening the thumb knob and rotating the visor to the overhead on the side of the aircraft where it would be stowed. The thumb knob should not hit the headliner. If this is the case use shims as mentioned above.
- To move the visors loosen the thumb tensioning knob until the clamp is loose enough to be slid along the monorail while holding the thumb knob. To move past the mounting brackets the visor must be positioned so the clamps pass over the brackets.
- Your monorail system is equipped with a swivel design that allows rotation about the axis of the lens. Rotational tension can be adjusted by adjusting one or both of the hex socket head cap screws on the back side of the clamp block and below the thumb knob screw.
- The visor should be aligned with the clamp block before sliding along the monorail.
- As this is a one piece monorail system either visor can move the entire length of the system allowing complete sun shielding not previously available.



### **Continued Airworthiness Instructions:**

- **(On the ground only)**
  - Periodically clean the lenses with a soft cloth and Rosen Plastic Cleaner, Polisher and Protectant, or mild soap and water. Do not use abrasives on the lens.
  - Periodically adjust the pivot tensions on the visor assemblies.
- Updates to this Continued Airworthiness section are available on the Rosen Website. ([www.rosenvisor.com](http://www.rosenvisor.com))

The most up to date version of this document is available on the Rosen Website. ([www.rosenvisor.com](http://www.rosenvisor.com))

### **Airworthiness Limitations:**

The Airworthiness Limitations Section is FAA approved and specifies maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved. There are no airworthiness limitations associated with this installation.