

Department of Transportation Federal Aviation Administration

Supplemental Type Certificate

Number SR01827SE

This certificate, issued to **Rosen Sunvisor System, 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 * of the * Regulations.*

Original Product—Type Certificate Number: *See attached Approved Model List (AML)
Make: No. SR01827SE for a list of approved airplane
Model: models and applicable airworthiness regulations

Description of the Type Design Change: Installation of a sun visor on an aircraft in accordance with Rosen Sunvisor System, LLC Master Drawing List (MDL) 1903000 DL, Revision A, dated March 19, 2008, or later Federal Aviation Administration (FAA) approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of the aircraft. A copy of this certificate and Rosen Sunvisor Systems LCC MDL 1903000 DL must be maintained as part of the permanent records for 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: January 29, 2007

Date reissued:

Date of issuance: April 3, 2008

Date amended:



By direction of the Administrator

Barbara Muchovich
(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.

**FAA APPROVED MODEL LIST (AML) SR01827SE
FOR
INSTALLATION OF ROSEN SUNVISOR SYSTEMS COCKPIT SUN VISOR**

ISSUE DATE: April 3, 2008

ITEM	AIRPLANE MAKE	AIRPLANE MODEL	TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	FAA APPROVED DRAWING LIST		AML AMENDED DATE
					NUMBER	REVISION NO. AND DATE	
1.	Eurocopter France	AS350C, AS350D, AS350D1, AS350B, AS350B1, AS350B2, AS350BA, AS350B3, EC130 B4	H9UE	14 CFR part 27	1903000 DL	Revision A 3/19/08	4/10/2008

FAA APPROVED: *Donald K. Eyerdt for*
Acting Manager, Seattle Aircraft
Certification Office

REISSUED: _____
AMENDED: 4/10/2008



U.S. Department
of Transportation
**Federal Aviation
Administration**

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue SW
Renton, Washington 98057

APR 7 2008

REC'D APR 10 2008

In Reply
Refer To: 150S-GA-08-37

Mr. Gary Hanson
Rosen Sunvisor Systems, LLC
86365 College View Road
Eugene, OR 97405

Dear Mr. Hanson:

We have completed our evaluation of your Supplemental Type Certificate (STC) Project No. ST10164SE-R for the installation of a sun visor on Eurocopter AS350 series aircraft per your application, dated January 29, 2007, and find that you have satisfactorily demonstrated compliance with the applicable certification regulations. Accordingly, we have enclosed STC SR01827SE, dated April 3, 2008, for the installation in accordance with Rosen Sunvisor Systems, LLC Master Drawing List (MDL) 1903000 DL, Revision A, dated March 19, 2008, or later Federal Aviation Administration (FAA) approved revision.

This STC is official FAA approval for your installation and may be used to authorize identical installations on other aircraft of the same model, subject to the limitations noted on the certificate. It may be transferred or otherwise made available to another party by means of a licensee arrangement in accordance with Title 14 Code of Federal Regulations section 21.47. You are requested to advise this office within 30 days after the transfer, when you transfer or grant licensee rights to the STC, in order that we may take the necessary recording or reissuance action.

If you agree to permit another person to use this STC to alter the product, it is your responsibility to give the other person written evidence of that permission in the form of a "permission statement." This permission statement should contain the agreement specifying the product to be altered, the STC number, and the person who is being given the consent to use the STC.

As recipient of this approval, except as provided in § 21.3(d), you are required to report any failure, malfunction, or defect in any product or part manufactured by you that you have determined has resulted or could result in any of the occurrences listed in § 21.3(c). The report should be communicated initially by telephone to the Manager, Cabin Safety & Environmental Systems Branch, ANM-150S, telephone number (425) 917-6404, within 24 hours after it has been determined that the failure has occurred. In addition, written notification to the Manager, Seattle Aircraft Certification Office, ANM-100S, at the above address is required. FAA Form 8010-4 (Malfunction or Defect Report) or any other appropriate format is acceptable in transmitting the required details.

If you plan to manufacture replacement or modification parts for sale in conformance with approved data listed on the certificate, you are required to comply with § 21.303. A parts manufacturer approval (PMA) may be issued under the provisions of § 21.303(d) when you submit a statement certifying you have established the fabrication inspection system as required by § 21.303(h). The identification requirements for parts produced under a PMA are in § 45.15. Your statement may be in letter form, with reference to the STC number, and should be addressed to the Federal Aviation Administration, Northwest Mountain Region, Attention: Manager, Seattle Manufacturing Inspection District Office, 2500 E. Valley Road, Suite C-2, Renton, Washington 98057.

Since I am very much interested in the service we provide to the aviation community and the general public, it would be helpful if you would provide your thoughts and comments regarding how the approval process went. To gather this information, we have enclosed a short survey (with a self-addressed, stamped envelope) that I hope you will fill out and return. You will note that the return envelope is addressed to me. You may rest assured that your comments will receive my full attention and that I will hold your comments in strict confidence, should you request I do so. Please note that this customer survey is common to all Aircraft Certification offices within the FAA's Aircraft Certification Service and is aimed at enabling the Aircraft Certification Service to deliver the best services to each of our customers.

Sincerely,



for Philip L. Forde
Acting Manager, Seattle Aircraft
Certification Office

3 Enclosures
STC SR01827SE, dated April 3, 2008
FAA Approved Model List, dated April 3, 2008
Survey



Transport Canada
Ontario Region

Transports Canada
Region de l'Ontario

UNCLASSIFIED

4900 Yonge Street, 4th Floor (PAHI)
Toronto ON M2N 6A5

Our file #
5010-O-19-0707

DEC 10 2019

Federal Aviation Administration
Aircraft Certification Service
Compliance & Airworthiness Division
Seattle ACO Branch
2200 S 216th Street
Des Moines, WA
U.S.A. 98198-6547

Attention: Mr. Ross Landes, Manager

Subject: Acceptance of FAA STC SR01827SE, latest date of issuance April 3, 2008
FAA Reference # 781-19-13712

Dear Mr. Landes:

This is in response to your letter dated November 22, 2019, requesting Transport Canada validation of the subject STC.

In accordance with our current policy associated with the review of foreign STCs, some STCs applicable to certain categories of aircraft may be accepted solely on the basis of their foreign certification, and do not require the issue of a corresponding certificate by Transport Canada. The subject STC falls within these criteria.

This STC will be entered in the national index of STCs that have been reviewed and accepted by Transport Canada for installation on Canadian-registered aeronautical products.

This letter confirms formal acceptance of the referenced STC by Transport Canada.

Yours truly,

Zack Tecler
Technical Team Lead - Engineering
Engineering (Aircraft Certification)
Ontario Region

cc: Rosen Sunvisor System, LLC
86365 College View Road, Eugene, OR, U.S.A. 97405

Canada



Eurocopter Monorail System

Date	Revision	Aprv
2/18/22	H	SYS

**Drawing List
1903000 DL**

Doc. # 9040-0190-001

Drawing	Replaces	Description	Rev.
1903000		Eurocopter Monorail System	C
1903100		Rail Assembly, Left Side	E
1903101		Monorail, Left Side	E
1903200		Rail Assembly, Right Side	C
1903201		Monorail, Right Side	C
1900201		Bracket	C
1903001		Spacer, .40 x .20 x .375	B
1903002		Spacer, .40 x .20 x .50	C
1350400		Visor Assembly	N
1350401		Lens	K
1110202		Swivel Nut Plate	E
1120000-001		Clamping Block Complete Assembly	K
1120101-001	R1120101-001	Nut Plate, Standard	L
1120102-001	R1120102-002	Clamping Block Body	L
1120104	R1120104-001 R1120104-002	Thumb Knob, Standard	M
	RCBS-300-11M		
1120203	R1120203	Swivel, Clamping Block	P
	KITS		
RCBS-300-11M		Kit, Standard Thumb Knob	D
1120104-002		Thumb Knob	M
RCBS-300-18		Spring	
PCS-1000-14-STZ		E-Clip	
RCBS-100		Clamping Block Assembly	E
1120000-001		Clamping Block	K
1110202		Swivel Nut Plate	E
R1350401		Lens	K
9041-0190-001		Installation Instructions for Eurocopter	D

Installation Instructions for Eurocopter AS350 Series Monorail Sunvisor System

p/n R1903000

This is an FAA STC'd Installation requiring a log book entry upon completion.

Doc: 9041-0190-001

Rev	Date	Approved
D	4/1/2008	GH

Please read through these instructions completely before beginning.

Hardware (Included):

1 3/32 Hex Key	
1 7/64 Hex Key	
3 A8K75	#8-32 Rivnut (.010-.075 Grip)
2 A8K240	#8-32 Rivnut (.160-.200 Grip)
1 A8K200	#8-32 Rivnut (.200-.240 Grip)
6 PS8C16CPG02NA	#8-32x1 Truss Screw
2 PCS-1000-14-STZO	E-Clips
2 1903001	Spacer, .40 x .20 x .375
4 1903002	Spacer, .40 x .20 x .50

The Monorail System consists of one complete pilot's rail, a copilot's rail and two visor assemblies as shown in Figure 1. This system is manufactured in two pieces for ease of shipping and handling, but when assembled and mounted appears and functions as one unit.

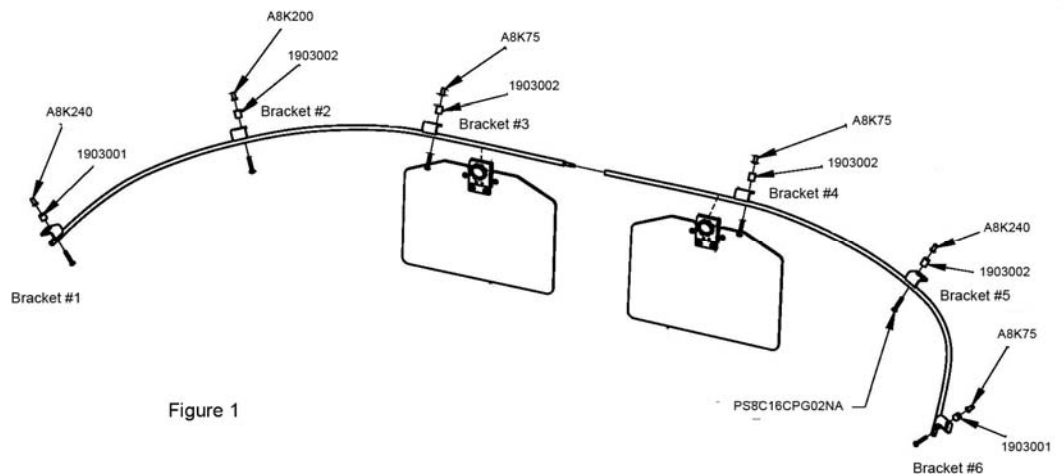


Figure 1

- Join both halves by inserting the pin from the copilot's side rail into the pilot's side.
- With an assistant, hold the monorail up to the front overhead box structure so that the side view of bracket #4 is as it appears in Figure 2.

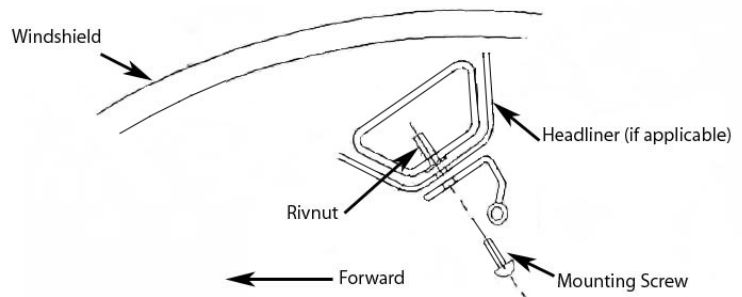


Figure 2

- If one of the brackets does not lay smoothly on the trim/box structure, take a pair of welding vice grips (smooth duck bill surface) and with a protective rag over the bracket bend it slightly to fit the contour of your particular aircraft. With the front brackets equally spaced from the center of the cockpit (refer to Figure 3), use a soft lead pencil to mark the bracket slots (#1 thru #6) on the overhead box frame structure.

- Drill a small pilot hole 1/16th inch diameter in the center of each slot mark, drilling through the aluminum box frame. DRILL ONLY INTO THE INTERIOR SECTION OF THE BOX STRUCTURE and not the Aircraft structure.

- The trim material, whether royalite or leather, may be left in place, but cut a ½ in. diameter hole large enough for the head of the rivnut to go through the trim material. This hole is also clearance for the spacers.

NOTE: This clearance hole should only go through the lining material.

- Using the pilot holes as reference, drill a hole in the interior portion of the aluminum box structure (.221" Min- .226" Max for rivnuts).

- Using appropriate tooling and methods, install the rivnuts for brackets #1 thru #6. Be careful to use the correct rivnut and spacer for each bracket as shown in Figure 1.

- Using the PS8C16CPG02NA screws provided in your installation packet, fasten the rail in place utilizing brackets #1 through #6.

- Install the visor assemblies by unscrewing the thumb tension knobs until you can slide the clamp blocks over the rails. Tighten the thumb tension knobs until the E-Clip can be installed into the wide groove of the knob on the backside of the clamping block. The E-Clip prevents inadvertent over loosening of the tensioning knob and acts as a tactile indicator that the user **must not** attempt further loosening.

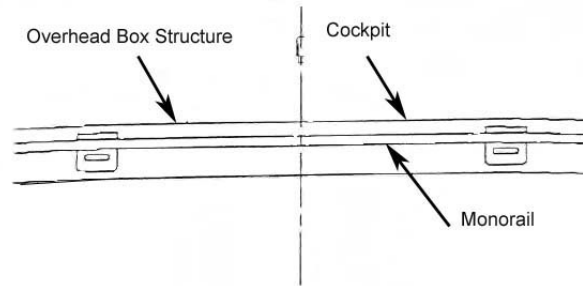


Figure 3

Operation

With the thumb knob facing inboard place both visor assemblies on the monorail, one on either side of the aircraft.

To operate your visors, loosen the thumb tension knob by turning in the counterclockwise direction and, while still holding the knob, slide the visor in the desired direction. (An E-clip is installed on the rear of the thumb knob to prevent the pilot from inadvertently over-loosening the visor assembly.) To lock the visor in place, simply tighten the thumb knob by turning in the clockwise direction.

Your visors incorporate a swivel modification that allows the visor to rotate in the vertical axis. Swivel tension can be increased or decreased by adjusting the cap screws on the back of the visor clamping block as shown in Figure 4.

The visor assembly will stow almost anywhere on the monorail system, but suggested stowage is forward of the end side brackets on either side and just aft of the front brackets as shown on the right side of Figure 1.

To stow the visors simply tighten the thumb knob and rotate the visor upward. There is a small learning curve in determining how tight the visor should be. After several operations the visor assembly can be stowed with ease and the correct tension used.

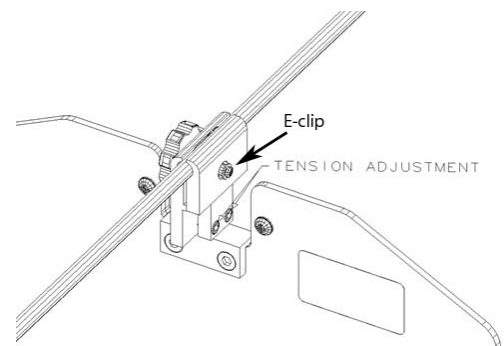


Figure 4

Continued Airworthiness Instructions

- **(On the ground only)**
 - Periodically clean the lenses with a soft cloth, mild soap and water or an approved aviation grade windscreen cleaner. 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)

The most up to date version of this document is available on the Rosen Website. (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.