United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number **SA4391NM**

This certificate, issued to **Rosen Sunvisor Systems**
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.

Original Product—Type Certificate Number: A46EU
Make: Avion Marcel Dassault-Breguet
Model: Mystere-Falcon 900

Description of the Type Design Change: Cockpit Sun Visor installation in accordance with FAA approved Rosen Drawing List Number RF-900-00DL, Revision N/C, dated October 28, 1988, or later FAA approved revisions.

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 interrelationship between this change and any other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate and FAA approved Drawing List Number RF-900-00DL, shall 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: November 9, 1988
Date of issuance: January 12, 1988
Date reissued: March 24, 2003
Date amended: March 24, 2003

By direction of the Administrator

FEDERAL AVIATION ADMINISTRATION

(Signature)
for 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 Form 8110-2(10-68)

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

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue S.W.
Renton, Washington 98055-4056

In Reply
Refer To: 190S-03-200

Rosen Sunvisor Systems
86365 College View Road
Eugene, OR 97405

Gentlemen:

Per the transfer endorsements on the following Supplemental Type Certificates (STC), we have reissued these documents in your new name and address with a reissue date of March 24, 2003.

SA1637NM	SA3067NM	SA3650NM	SA4147NM	SR00014SE
SA2128NM	SA3068NM	SA3681NM	SA4148NM	
SA2151NM	SA3301NM	SA3687NM	SA4381NM	
SA2367NM	SA3302NM	SA3688NM	SA4391NM	
SA2383NM	SA3304NM	SA3689NM	SA4960NM	
SA2614NM	SA3305NM	SA3690NM	SA4962NM	
SA2650NM	SA3306NM	SA3691NM	SA4963NM	
SA2652NM	SA3335NM	SA3692NM	SA5136NM	
SA2672NM	SA3336NM	SA3693NM	SA5934NM	
SA2678NM	SA3342NM	SA3694NM	SH2695NM	
SA2917NM	SA3529NM	SA3695NM	SH3533NM	
SA2942NM	SA3597NM	SA3696NM	SH3817NM	
SA3066NM	SA3598NM	SA3850NM	SA00682SE	

As recipient of this approval, please review your responsibilities under the requirements of Federal Aviation Regulation (FAR) 21.3, regarding the reporting of any failure, malfunction, or defect in any article manufactured under this STC. You are required to report such occurrences except as provided in FAR 21.3(d), to the Manager, Seattle Aircraft Certification Office, at 1601 Lind Ave. SW, Renton, WA 98055-4056. The report should be communicated initially by telephone to the Manager, (425) 917-6400, 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. Federal Aviation Administration (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 STC, you are required to comply with FAR 21.303. A Parts Manufacturer Approval (PMA) may be issued under the provisions of FAR 21.303(d) when you submit a statement certifying you have established the fabrication inspection system as required by FAR 21.303(h). The identification requirements for parts produced under a PMA are in FAR 45.15. Your statement should 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, WA 98055-4056.

You, as the STC holder, are responsible for any design changes necessary to correct unsafe conditions as well as for submitting those design changes for approval. This requirement is contained in FAR 21.99.

By acceptance of this certificate, you acknowledge that you have read and understand your responsibilities as an STC holder and are in effect certifying that you have received and hold all the available data from the previous holder.

Sincerely,

for Jeffrey E. Duven
Acting Manager, Seattle Aircraft
Certification Office

Enclosures

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: SA96-145
Issue No.: 2
Approval Date: October 28, 1996
Issue Date: October 03, 2002

Responsible Region: Quebec

Aircraft/Engine Type or Model: Mystere Falcon 900

Canadian Type Approval or Equivalent: A-136

Description of Type Design Change: Installation of the Cockpit Sun Visor in accordance with FAA STC SA4391NM.

Installation/Operating Data, Required Equipment and Limitations:

Installation is to be done in accordance with Rosen drawing list No: RF-900-00DL rev. N/C dated Oct. 28, 1988 or later FAA approved revision.

– 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.

Jean-Pierre Francoeur
Acting Regional Manager, Aircraft Certification
For Minister of Transport

Canada

ANAC
AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

CERTIFICADO SUPLEMENTAR DE TIPO

(SupplementalTypeCertificate)

NÚMERO (Number) **2015S02-03**

Este certificado, emitido com base na Lei nº 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986,
(This certificate, issued in the basis of the Law No. 7565 "CódigoBrasileiro de Aeronáutica", dated 19 December 1986,

é conferido ao (à): (is granted to:)
Rosen Sunvisor Systems, LLC
86365 College View Road
Eugene, OR 97405
USA

por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições
(for having the change to the type design oftheproduct mentioned below, with the limitations and conditions therefor as)

especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.
(specified hereon, met the applicableairworthiness requirements.)

Produto Original - Númerodo Certificado de Tipo: (Original Product – Type Certificate No:) 8708 (ANAC).

Fabricante: (Manufacturer:) Dassault Aviation.

Modelo(s): (Model(s):) Mystere-Falcon 900.

DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO:
(Description of Type Design Change:)

Installation of Cockpit Sun Visor in accordance with Rosen Drawing List (MDL) No. RF-900-00 DL, Rev. F, dated 19 Sep. 2014 or later approved revision.

This CST validates in Brazil the STC # SA4391NM, issued by FAA (USA).

LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

See continuation sheet for applicable data.

DATAS:
(Dates of:)

Do Requerimento:24 Sep. 2014 (Application:) **Da emissão**:12 Feb. 2015 (Issuance:) **Da reemissão**: (Reissuance:) **Da emenda**: (Amendment:)

MÁRIO IGAWA
Gerente-Geral, Certificação de Produto Aeronáutico
(General Manager, Aeronautical Product Certification)

DINO ISHIKURA
Superintendente de Aeronavegabilidade
(Airworthiness Superintendent)

ANAC
AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

Folha de Continuação ao
(ContinuationSheetto)

CERTIFICADO SUPLEMENTAR DE TIPO
(SupplementalTypeCertificate)

NÚMERO **2015S02-03**
(Number)

LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

I. The approval of this type design change should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship 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 that aircraft.

II. 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.

III. A copy of this Certificate shall be maintained as part of the permanent records of the modified aircraft.

---------- -END ----------

Falcon 900 Series Monorail System

Date	Revision	Apprvd
2/18/22	K	SYS

Drawing List
RF-900-00 DL

Doc. # 9040-0135-003

R135		Drawing #	Replacement for	Description	Rev.
3000	3100				
*		1353000	RF900-300-1 R1353000	**Falcon 900 Complete System**	B
	*	1353100	R1353100	**Falcon 900 Complete 3rd Axis System**	A
1	1	1350300-001	RF900-100	Pilot Rail Assembly	C
1	1	1350301-001	RF900-100-1A	Pilot Monorail	D
1	1	1350302	RF900-100-1	Bracket	C
1	1	1350303	RF900-100-2	Bracket	C
1	1	1350304	RF900-100-3	Bracket	C
2	2	1410105		Stand-Off	E
1	1	1230107		Mating Pin	B
1	1	1230108		Plug	E
1	1	1350300-002	RF900-100	Copilot Rail Assembly	C
1	1	1350301-002		Copilot Monorail	D
2	2	1350305	RF900-100-4	Bracket	C
1	1	1350306	RF900-100-6	Bracket	C
1	1	1350307	RF900-100-7	Bracket	C
2		1353400	RF900-300-3	**Visor Assembly**	A
2		1353401	RF900-200-1	Lens	C
2		1110202		Swivel Nut Plate	E
2		1120000-001	R1120000-001 RCBS-100	Complete Assembly Clamping Block	K
2		1120101-001	RCBS-100-7A R1120101-001	Nut plate, Standard	L
2		1120102-001	RCBS-100-8AB R1120102-001	Clamping Block Body	L
2		1120104	RCBS-300-11M 1120104-002	Thumb Knob – Original (Powder Coat)	M
2		1120203	RCBS-300-8 R1120203	Swivel, Clamping Block	P

SUNVISOR SYSTEMS

Drawing List
RF-900-00 DL

Doc. # 9040-0135-003

R135		Drawing #	Replacement for	Description	Rev.
3000	3100				
	2	1353410	R1353410	**Visor Assembly, 3rd Axis**	A
	2	1353411	R1353411	Lens, 3rd Axis	A
	2	1110202		Swivel Nut Plate	E
	2	1120000-003		3rd Axis Clamping Block	K
	2	1120101-001	RCBS-100-7A R1120101-001	Nut plate, Standard	L
	2	1120102-001	RCBS-100-8AB R1120102-001	Clamping Block Body	L
	2	1120104	RCBS-300-11M 1120104-002	Thumb Knob – Original (Powder Coat)	M
	2	1120200		3rd Axis Assembly	D
	2	1120207		Sleeve Body	C
	2	1120208		Sleeve Leg	C
	2	1120220	R1120220	Sleeve Assembly	D
			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 Kit**	E
		1120000-001		Clamping Block Assembly	K
		1110202		Swivel Nut Plate	E
		832X716FSHCSSBP		Screw, 8-32 X7/16 Flat Socket Head 82°	
		832X14BSHCSSBP		Screw, 8-32 X 1/4 Button Head Socket	
		PCS-1000-14-STZ		E-Clip	
1	1	9041-0135-003		Installation Instructions for Falcon 900	B

Installation Instructions for Falcon 900 Series Monorail Sunvisor System

Kit(s) - (RF900-300-1 or R1353000)(R1353100)

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

Doc: 9041-0135-003

Rev	Date	Approved
B	10/30/08	GH

Please read through these instructions completely before beginning.

Hardware:

4	PS10F12CP02NA	#10-32 x 3/4 Screw
1	PS10F16CP02NA	#10-32 x 1 Screw
2	PS10F20CP02NA	#10-32 x 1-1/4 Screw
1	A10K80	#10-32 Rivnut
1	3/32 Hex Key	
1	7/64 Hex Key	
2	PCS-100-14-STZO	Retainer Clips

The Falcon 900 Monorail Sunvisor System is split in the center to make installation easier. However, the center joint is pinned, so that once installed it appears and acts as one piece.

The following diagram (Diagram #1) will be used to refer to the brackets by number.

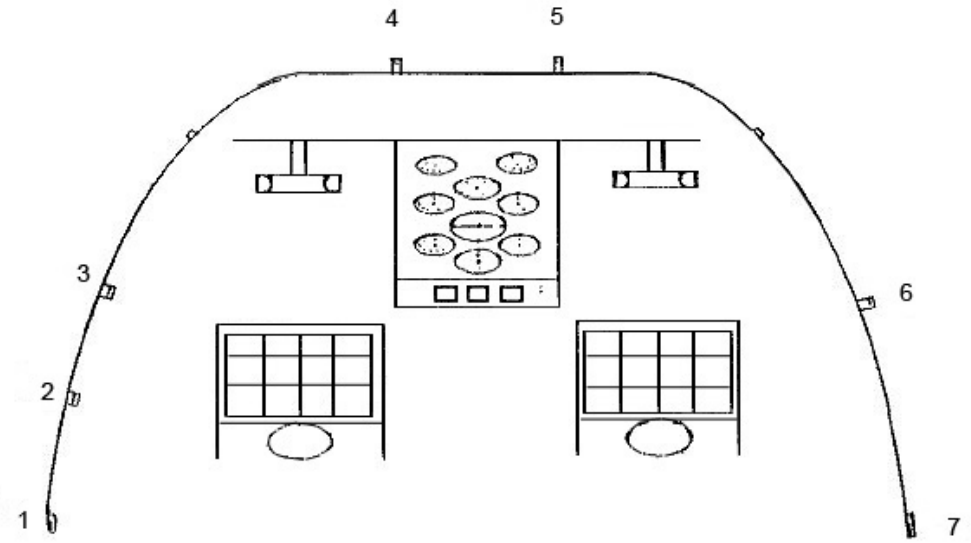


Diagram 1

- First, take the pilot's side into the aircraft and remove the #10/32 screw which is approximately 6" to the left side of the aircraft center line and underneath the forward panel to the left of the compass (Diagram 2).

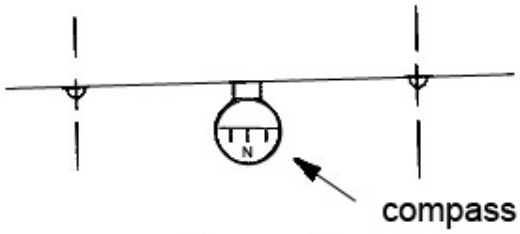


Diagram 2

- Now, aligning Bracket #4 with this hole, hold the pilot's rail above the window line and see that Bracket #2 aligns with a 10/32 fastener in the overhead.

NOTE: The fastener for Bracket #1 is at the top of the roller curtains, but in some aircraft this curtain must be removed to allow access to this fastener.

- If the roller curtain is not in the way, or after it is removed if necessary, temporarily mount the pilots rail using:

  PS10F12CP02NA for Bracket #1
  PS10F16CP02NA for Bracket #2
  PS10F20CP02NA for Bracket #4

  For the moment, do not worry about Bracket #3.

- Now remove the rear roller shade from the copilot's side to expose the 10/32 fastener at the top of the roller.

- Take the copilot's rail and after removing the fastener for Brackets #5, #6 and #7, pin the two halves together and loosely install:

  PS10F20CP02NA in #5
  PS10F12CP02NA in #6 & #7

- If any of the mounting brackets do not fit quite flush with the corresponding aircraft surface, they can be bent slightly without hurting the chrome (cover the bracket with a cloth or similar protection and use a wide bill welder's clamp to slightly adjust the angle as required).

- The brackets should have their fasteners approximately centered, with the exception of #1 and #7 (ends). Because of the slots, however, the rail can be moved slightly right or left.

- The small standoffs on either side of the front brackets are to insure that the rail does not hit the side walls, which would prevent the visor from sliding by.

- With the rail properly fit, mark the center of Bracket #3 for an A10K80 rivnut (supplied).

- Remove the pilot's rail and install the rivnut.

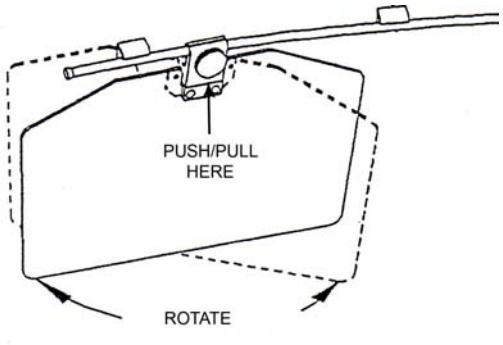
- Reinstall both rails and insure that the 10/32 fasteners are snug. Use PS10F12CP02NA in bracket #3.
- Reinstall the copilot's curtain and, if removed, the pilot's curtain.
- Now deploy the pilot's side front standard Falcon visor and mark the top edge where it hits the rail. A notch will need to be cut out of this to allow full deployment and latching of the clip.
- Repeat this procedure for the copilot's side standard Falcon visor.
- Now both Falcon and Rosen systems can be used together, although the Rosen system needs to be on the sides when the Falcon front lenses are deployed.

NOTE: Remember to stow visors overhead prior to opening sliding windows.

- Stowing is just aft of Bracket #3 on pilot's side, and just forward of Bracket #6 on copilot's side.

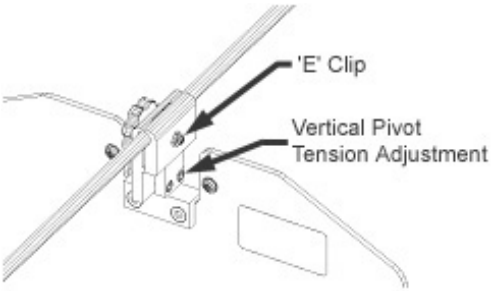
Operating Instructions

To move visors, turn the thumb tension knob counterclockwise to loosen, and slide the visor along the monorail. To move beyond the mounting clips, the visor must be turned so that the slot in the clamping blocks can move past the monorail brackets. Your monorail system is equipped with a swivel action so that the visor can be rotated in the vertical axis. Rotational tension can be increased or decreased simply by turning the two socket head cap screws on the back of the clamping block assembly. Prior to moving along the track the visor should be returned to the straight fore and aft position.



To have additional room when the visor is used on the side windows, rotate the visor into the window recess.

To stow, tighten the thumb tension knob, and using the visor as a lever, rotate to the overhead. After initial use, the right amount of tension to apply will be a matter of habit.



Continued Airworthiness Instructions:

- (**On the ground only)**
    - Periodically clean the lenses with a soft cloth and Rosen's Plastic Cleaner, Polisher & Protectant, or mild soap and water. Do not use abrasives on the lens.
    - Periodically adjust the pivot tensions on the visor assemblies.
    - Periodically clean rail using a non-abrasive chrome or other non-residual cleaning technique.
    - Periodically remove and clean the clamp features on the visor clamp block using an alcohol based solution.
- 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). We recommend that you periodically look to make sure you are using the most current version.

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.