

# Supplemental Type Certificate

*Number* SA3301NM

*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:* A12EA  
*Make:* Gulfstream Aerospace  
*Model:* G-1159A

*Description of the Type Design Change:* Installation of monorail sun visor system in accordance with FAA approved Rosen Product Development, Inc., Drawing List RG-III-00DL, Revision A, 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. The resulting interior arrangement, along with the required placarding has not been evaluated and is not part of this STC. A copy of this Certificate and FAA approved Rosen Product Development, Inc., Drawing List Number RG-III-00DL, Revision A, 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 1, 1985

*Date reissued:* March 24, 2003

*Date of issuance:* November 8, 1985

*Date amended:* March 24, 2003



*By direction of the Administrator*

*Jeffrey A. Moffatt*  
(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



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:** SA90-27

**Issue No.:** 2

**Approval Date:** March 02, 1990

**Issue Date:** October 03, 2002

**Responsible Region:**

Quebec

**Aircraft/Engine Type or Model:**

Gulfstream Aerospace G-1159A

**Canadian Type Approval or Equivalent:**

A-129

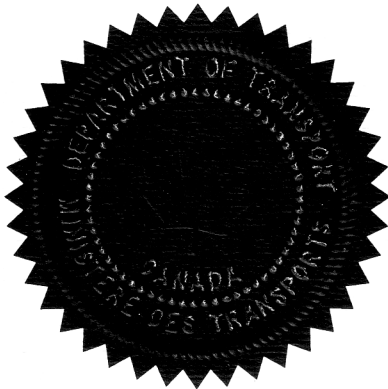
**Description of Type Design Change:**

Installation of Monorail Sun Visor System in accordance with  
FAA STC SA3301NM.

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

Installation is to be completed in accordance with Rosen Product Drawing List RG-III-00DL, Revision A, 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



**Gulfstream III  
Monorail Sunvisor System**

Date	Revision	Aprv
2/18/22	J	SYS

**Drawing List  
RG-III-00DL**

Document #: 9040-0179-001

Drawing #	Reference	Description	Rev.
<b>1790000</b>	<b>R1790000</b>	<b>Complete System</b>	<b>C</b>
<b>1790001</b>	<b>RGIII-300-1</b>	<b>Complete 3<sup>rd</sup> Axis System</b>	<b>A</b>
1790100	R1790001	Rail Assembly	A
1790101	RG-III-100	Rail	A
1790102	RG-III-200-20	Bracket, Rear	A
1790103	RG-III-200-21A	Bracket, Left	A
1790104	RG-III-200-21B	Bracket, Right	A
1790105	RG-III-200-22	Bracket, Center	A
<b>1790400</b>	<b>R1790400</b>	<b>Visor Assembly</b>	<b>A</b>
1120000-001	<b>RGIII-300-3</b>	Standard Clamping Block Assembly	K
1120102-001		Clamping Block Body	L
1120101-001		Nut Plate - Standard	L
1120104		Thumb Knob – Standard	M
1120203		Swivel	P
1110202		Swivel Nut Plate	E
1790401	R1790401	Lens	C
<b>1790430</b>	<b>RGIII-200-1</b>	<b>Visor Assembly, 3<sup>rd</sup> Axis</b>	<b>A</b>
1120000-003	<b>R1790430</b>	3 <sup>rd</sup> Axis Clamping Block Assembly	K
1120200		3 <sup>rd</sup> Axis Assembly	D
1120220		Swivel Assembly	D
1120207		Sleeve, Body	C
1120208		Sleeve Leg	C
1790431	R1790431	Lens, 3 <sup>rd</sup> Axis	C
<b>RCBS-300-11M</b>	<b>KITS</b>	<b>Kit, Standard Thumb Knob</b>	<b>D</b>
1120104-002		Thumb Knob	M
RCBS-300-18		Spring	
PCS-1000-14-STZ		E-Clip	
<b>RCBS-100</b>		<b>Clamping Block Assembly</b>	<b>E</b>
1120000-001		Clamping Block	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	
9041-0179-001		Installation Instructions for Gulfstream III	C



# Installation Instructions for Gulfstream III Monorail Sunvisor System

1790000(2 axis), 1790001(3 axis)

This is an FAA STC installation and requires an Aircraft Maintenance log entry upon completion.

Doc: 9041-0179-001

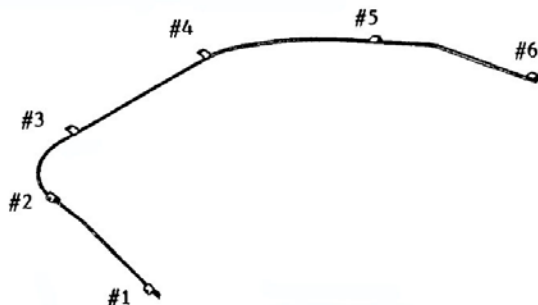
Rev	Date	Approved
C	10/28/08	GH

Please read through these instructions completely before beginning.

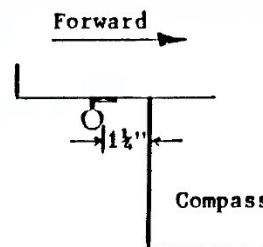
Hardware:

- 6 AN526C832R10 #8-32X5/8 Screws
- 6 A8K75 #8 Rivnuts
- 1 3/32 Hex Key
- 1 7/64 Hex Key
- 2 PCS-1000-14-STZO E-Clips

- During installation of your Rosen Monorail Sunvisor System refer to the illustration below:

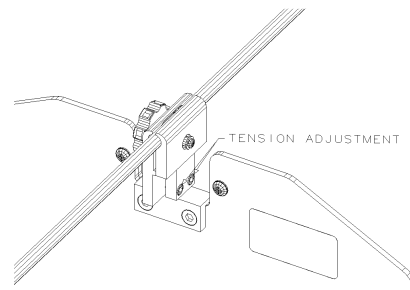


- Since the G-III is delivered 'green' and is completed by various modification centers around the country, there may be some subtle differences between completed aircraft. These differences can be compensated for in most cases by shimming individual brackets as required.
- The Rosen Monorail for the G-III does not pick up existing fasteners so A8K75 rivnuts are provided for fastening the rail into the fiberglass headliner shell. Some may prefer to use appropriate nut plates in lieu of rivnuts.
- To determine the approximate position for fastener installation start by centering the front two brackets (#3 & #4) underneath the front overhead panel so the rail is approximately 1 1/4" in front of the compass as shown.
- With an assistant holding the monorail, check to see if the rear part of the rail over the side window is approximately 20 – 3/8" from the bottom sill. Again, this dimension will vary from aircraft to aircraft because of completion at different modification centers.
- One good check for proper placement of the rail is to make sure the visor is at least below the horizon line when viewed from the pilot's normal sitting position.



**Note:** If the rear of the rail is brought too low then the front quarters may protrude into the front windscreen space which is annoying to pilots. The monorail should be clear of their forward vision.

- In positioning the rail keep in mind that a minimum of .15" is required for clearance.
- When the rail is correctly positioned mark the front two bracket holes (#3 and #4) and install the A8K75 rivnuts provided or proper nut plates. **Do not drill into the aircraft structure.**
- Loosely fasten brackets #3 and #4 with the AN526C832R10 (#8-32X5/8 screws) and check for correct positioning of brackets #1, #2, #5, and #6.
- Repeat the rivnut or nut plate installation. **Again, do not drill into the aircraft structure.**
- Install the remaining four AN526C832R10 screw fasteners and securely tighten.
- 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.
- To move the visors loosen the thumb tensioning knob until the clamp is loose enough to slide 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.



### **Continued Airworthiness Instructions:**

- **(On the ground only)**
  - Periodically clean the lenses with a soft cloth and Rosen 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 with a non-residual cleaner and an absorbent cloth.
- 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)) 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.