

Supplemental Type Certificate

Number SA2652NM

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 Sheet A7EU for complete certification basis.)

Original Product—Type Certificate Number: A7EU
Make: Avions Marcel Dassault-Brequet
Model: Fan Jet Falcon, Fan Jet Falcon Series C, D, E, F, G

Description of the Type Design Change: Cockpit Sun Visor installation in accordance with FAA approved Rosen Drawing List No. RF 20-00 DL, dated June, 1984, No Revision, 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 No. RF 20-00 DL 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: June 29, 1984

Date reissued: March 24, 2003

Date of issuance: September 5, 1984

Date amended: March 24, 2003



By direction of the Administrator

[Handwritten Signature]

 (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.



European Aviation Safety Agency

SUPPLEMENTAL TYPE CERTIFICATE

10026892

Project reference: 0010000243-001

Reference: P-EASA.IM.A.S.03271

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: CERTIFICAT DE TYPE 35
TC Holder: DASSAULT AVIATION
Model: FAN JET FALCON C, D, E, F, G

EASA Certification Basis:

Original EASA Certification Basis for Fan Jet Falcon and Fan Jet Falcon C, D, E, F and G as per French DGAC TCDS's Number 103 Issue 13 dated April 1981 and TCDS's Number 103 bis Issue 6, dated October 1986.

Description of Design Change:

EASA Validation of FAA STC SA2652NM
Cockpit Sun Visor Installation i.a.w. Rosen Drawing List No. RF 20-00 DL, Revision D dated 14th November 2008 or later revisions approved by EASA i.a.w. EASA ED Decisions 2007/001/C and 2004/04/CF (or subsequent revisions to these decisions)

Associated Technical Documentation:

See those of original FAA STC SA2652NM

Limitations:

None

Conditions:

- 1) Prior to installation of this modification the installer must determine that the interrelationship between this modification and any other previously installed modification will introduce no adverse effect upon the airworthiness of the product.
- 2) The installation of this modification by third persons is subject to written permission of the approval holder and holding and disposal of the approved appropriate documentation.



European Aviation Safety Agency

This Certificate shall remain valid unless otherwise surrendered or revoked.

For the European Aviation Safety Agency,

Date of issue: 19.08.2009

Armin KAISER
Project Certification Manager
Large Aeroplanes



Monorail Sunvisor System
for
Dassault Falcon 20

Date	Revision	Aprv
2/18/22	K	SYS

Drawing List
RF 20-00 DL

Doc# 9040-0135-002

Drawing	Reference	Description	Rev
1351000	R1351000	Complete Monorail System	A
1351100	RF20-300-1 RF20-100-10	Rail Assembly	A
1351101	RF20-100-8	Rail	A
1351010	RF20-100-1, -2	Bracket	A
1351011	RF20-100-3	Bracket	A
1350105	RF20-100-4	Center Bracket	C
1351013	RF20-100-5, -6, -7	Bracket	A
1350400	R1350400	Visor Assembly	N
1350401	RF20-300-3 R1350401	Lens	K
1120203	R1120203	Swivel	P
1110202	R1110202	Swivel Nut Plate	E
1120000-001	R1120000-001	Complete Assembly	K
1120102-001	R1120102-001	Clamping Block Body	L
1120101-001	R1120101-001	Nut Plate – Standard	L
1120104	R1120104-002	Thumb Knob - Standard	M
9041-0135-002		Installation Instructions	D



<p><u>KITS</u></p> <p>RCBS-300-11M 1120104-002 RCBS-300-18 PCS-1000-14-STZO</p> <p>RCBS-100 1120000-001 1110202 832X716FSHCSSBP 832X14BSHCSSBP PCS-1000-14-STZO</p> <p>R1350401</p>		<p>Kit, Standard Thumb Knob</p> <p>Thumb Knob Spring E-Clip</p> <p>Clamping Block Assembly</p> <p>Clamping Block Swivel Nut Plate Screw, 8-32X7/16 Flat Socket Head 82° Screw, 8-32X1.4 Button Head Socket E-Clip</p> <p>Lens</p>	<p>D M</p> <p>E K E</p> <p>K</p>
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Installation Instructions for Dassault Falcon 20 Monorail Sunvisor System

(Kit R1351000)

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

Doc: 9041-0135-002

Rev	Date	Approved
D	1/8/08	GH

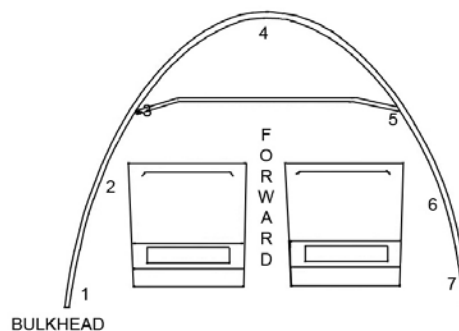
Please read through these instructions completely before beginning.

Hardware:

1	AN526C1032R9	#10-32 x 9/16 Screw
4	AN526C832R10	#8-32 x 5/8 Screw
2	AN526C832R24	#8-32 x 1-1/2 Screw
1	A10K80	#10-32 Rivnut
1	3/32 Hex Key	
1	7/64 Hex Key	

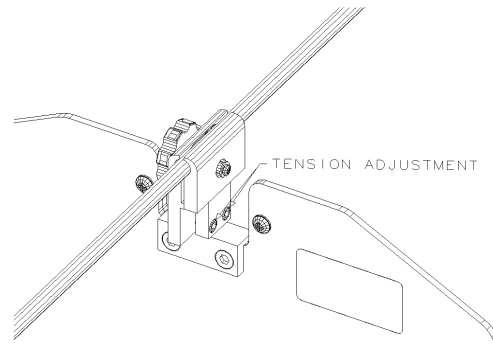
- During installation of your new monorail sun visor system, we will refer to the attach brackets as Brackets #1 through #7 as diagrammed here:

- 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 finishing washers on the pilot's side and loosely attach one (1) AN526C832R24 (#8-32 x 1-1/2 screw) in brackets #1 and #7, and one (1) AN526C832R10 (#8-32 x 5/8 screw) in brackets #2, #3, #5 and #6. Your headliner fasteners attach to shock mounts and on older aircraft these may be loose or difficult to tighten. At your option, replace any defective shock mounts or use A8K75 rivnuts to give a good anchor to the headliner for the fasteners. The slotted brackets are wide enough so that the rivnut can be placed on the same plane as the original fastener yet not be in the way. The simplest and fastest method of installation of course, is to use the existing shock mounts.
- Prior to installing any A8K75 rivnuts, attach copilot's brackets to shock mounts in the same manner. The monorail may need to be shifted slightly as every Falcon 20 is not identical in hole location, yet the monorail should provide for these mounting differences.
- With all six (6), or as many of the side fasteners possible 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.
- At this point, if the installations of any rivnuts are required for the side brackets, mark their locations.
- Open pilot's sliding window and check for adequate clearance.

- Remove the monorail and drill rivnut holes as required into the fiberglass shell. If covered with fabric, consider punching the fabric so that it does not bind up and twist with the drill bit. **DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.** Install rivnuts.
- The monorail may be shimmed to allow additional clearance for window opening.
- Reinstall the monorail, securing all fasteners.
- 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 the shims 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 that the clamps will 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 located 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 rail, allowing complete sun shielding not previously available.



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.