

# Supplemental Type Certificate

*Number* SA2917NM

*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:* A10CE  
*Make:* Gates Learjet Corporation  
*Model:* 55

*Description of the Type Design Change:* Installation of monorail sun visor system in accordance with FAA approved Rosen Product Development, Inc., Drawing List RL 5500DL, Revision N/C 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 Rosen Product Development, Inc., Drawing List Number RL 5500DL, Revision N/C 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:* March 1, 1985

*Date reissued:* March 24, 2003

*Date of issuance:* March 28, 1985

*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.



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	

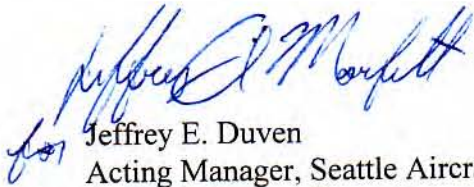
As recipient of this approval, please review your responsibilities under the requirements of Federal Aviation Regulation (FAR) 21.3, regarding the reporting of any failure, malfunction, or defect in any article manufactured under this STC. You are required to report such occurrences except as provided 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,

A handwritten signature in blue ink, appearing to read "Jeffrey E. Duven".

Jeffrey E. Duven  
Acting Manager, Seattle Aircraft  
Certification Office

Enclosures



Department of Transport

# Supplemental Type Certificate

**This approval is issued to:**

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

**Number:** SA95-77

**Issue No.:** 2

**Approval Date:** September 08, 1995

**Issue Date:** August 11, 2003

**Responsible Region:**

Ontario

**Aircraft/Engine Type or Model:**

LEARJET 55

**Canadian Type Approval or Equivalent:**

A-138

**Description of Type Design Change:**

Installation of Monorail Sun Visor System in accordance with  
FAA STC SA2917NM

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

Installation and Operating Data:

Installation must be performed in accordance with FAA approved Rosen Product Development, Inc. Drawing List RL5500DL, revision N/C, or later FAA approved revisions.

**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.



T. E. Gretton

Senior Engineer, Aircraft Certification  
For Minister of Transport



**Lear 55**  
**Monorail System**

Date	Revision	Approved
2/18/22	J	SYS

**Drawing List**  
**RL 55-00 DL**

Doc. # 9040-0158-004

Drawing	Reference	Description	Rev.
1585000	R1585000	<b>Lear 55 System</b>	A
1585100	RL55-300-1		
1585101	RL55-200-3	Rail Assembly	B
1585201	RL55-100-1	Monorail	A
1585202	RL-100-1B	Bracket, Rear	A
1585203	RL-100-2B	Bracket, Mid	A
1585204	RL-100-3B	Bracket, Front	A
1585205	RL-100-4B	Bracket, Center	A
1500400	RL55-100-5	Plate, Base	B
1500401-1	RL55-300-3	<b>Visor Assembly</b>	C
1110202	R1500401-1	Lens	G
1120203	RL55-200-1		
1120000-001		Swivel Nut Pate	E
1120101-001		Swivel, Clamping Block	P
1120102-001	RCBS-100	Complete Assembly Clamping Block	K
1120104		Nut Plate, Standard	L
		Clamping Block Body	L
		Thumb Knob – Standard	M
	<b>KITS</b>		
<b>RCBS-300-11M</b>		<b>Kit, Standard Thumb Knob</b>	D
1120104-002		Thumb Knob	M
RCBS-300-18		Spring	
PCS-1000-14-STZ		E-Clip	
<b>RCBS-100</b>		<b>Clamping Block Assembly</b>	E
1120000-001		Clamping Block	K
1110202		Swivel Nut Plate	E
<b>R1500401-1</b>		<b>Lens</b>	G
9041-0158-004		Installation Instructions for Lear 55	B



## Installation Instructions for Lear 55 Monorail System

Rev	Date	Approved
B	11/2/2007	GH

(R1585000)

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

Doc: 9041-0158-004

Please read these instructions **COMPLETELY** before starting.

### Tools required:

Drill

### Installation Hardware (included):

Qty:	(2)	AN526C1032R9	#10-32x9/16 Screw
	(6)	AN526C832R10	#8-32x5/8 Screw
	(6)	A8K75	#8-32 Rivnut
	(2)	1585205	Base Plate
	(2)	PCS-1000-14-STZ0	E-Clips

- During installation of your Rosen monorail sun visor system refer to the mounting brackets by number as shown in Figure A.

- Remove the present visor system by removing the two #6 fasteners from the aluminum base assembly on either side of the cockpit headliner.

- Using the original aluminum base plate as a template, drill matching holes in the new aluminum base plate (Part # 1585205) and countersink the side with radiused corners with a 100° CS.

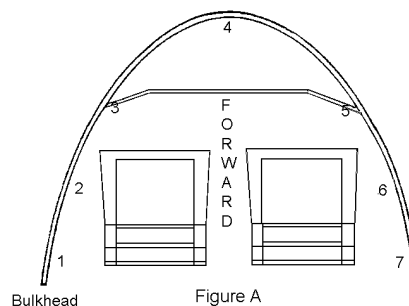
- This matching process is necessary as the holes have been drilled by hand and pre-drilled base plates would not necessarily match.

- Install the new Rosen base plates (Part No. 1585205) using the original fasteners. The new base plates are drilled and tapped with a centered 10-32 hole for fastening brackets #3 & #4.

- Using two AN526C1032R9 screws provided, loosely fasten brackets #3 & #5 to the new aluminum bases just installed.

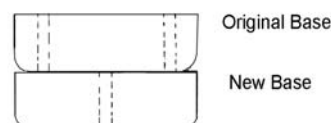
- Brackets #3 & #5 are slotted in the vertical plane to allow adjustment of the entire monorail up and down. Loosely fasten brackets #3 & #5 so that the AN526C1032R9 screws are approximately .25" from the top of the slot.

- Now check the location and fit of bracket #4 (front bracket).



Bulkhead

Figure A



Original Base

New Base

Figure B

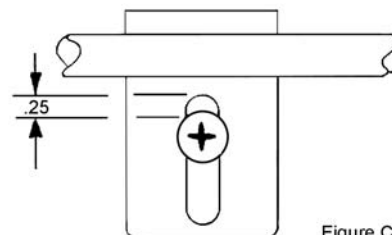
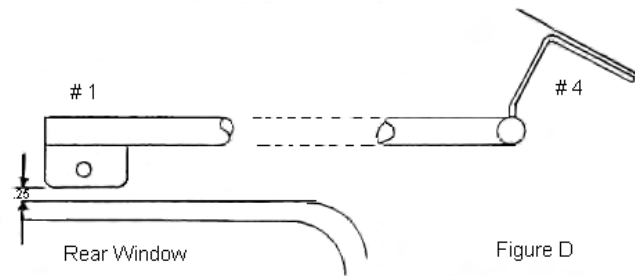
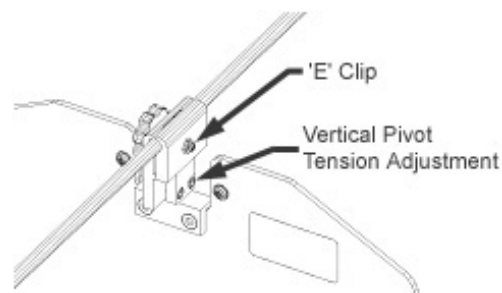
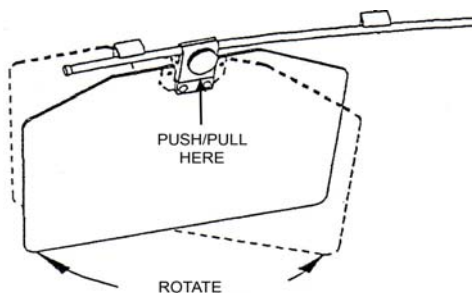


Figure C

- Bracket #4 should fit smoothly against the headliner without changing the plane of the monorail, i.e., the monorail should be fairly level in the cockpit.



- The bottom of the bracket #1 & #7 should be a minimum of .25" above the window trim line as shown in Figure D. (Because of the slots in brackets #3 & #5 the effective length of the rail increases or decreases because of the sloping front headliner.)
- When the rail is well placed, firmly tighten brackets #3 & #5.
- Mark the center of the fastener holes in brackets #1, #2, #4, #6, & #7. (It may be prudent to initially mark one hole in bracket #4 only.)
- Loosen brackets #3 & #5 and remove monorail.
- Drill a .221 - .226 hole (#2 drill) through the Royalite headliner as marked for the A8K75 rivnut. **DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.**
- Install an A8K75 rivnut carefully into the headliner.
- Reinstall the rail as before and secure to the A8K75 rivnut with AN526C832R10's provided.
- If all rivnuts were not installed at once, repeat the process until all brackets are securely fastened. **AGAIN, DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.**
- Attach the two visor assemblies to the rail with the thumb tension knob inboard. After installation, install the snap rings on the rear of the thumb tension screw (this prevents the pilots from excessively loosening the visor assembly).
- To move visors, the thumb tension knob needs to be turned in a counterclockwise direction and, grasping the thumb tension knob, slide the visor smoothly 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 set screw in the side of the clamping block assembly. Prior to moving along the track the visor should be returned to the straight fore and aft position.



- To stow, the visor should be **tensioned in the down position** and then stowed by simply rotating the visor up. Sufficient tension can be applied in the down position so that the visor will stay in place even in turbulent air. The visor itself provides enough leverage to rotate down when necessary, thereby eliminating a costly double knob tension system.
- As this is a one piece monorail system, either visor can move the entire length of the rail allowing complete sun shielding previously not possible.
- A retaining ring is installed on the rear of the thumb tension knob as an indicator that no more counterclockwise movement of the knob should be attempted.

#### **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 sections 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.