

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SA2315CE-D

This certificate issued to Honeywell International Inc.
23500 W. 105th Street
Olathe, KS 66061

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 4b of the Civil Air Regulations and additional requirements as specified on TCDS A7EU.

Original Product - Type Certificate Number: A7EU
Make: Avions Marcel Dassault (AMD)
Model: Fanjet Falcon Series C, D, E, F
Mystere-Falcon 20-C5, 20-D5, 20-E5, 20-F5

Description of Type Design Change:

Installation of Bendix/King 5 tube EFS 10 Electronic Flight Instrument System.
REQUIRED DATA (Configuration A): 1. Master Drawing List 155-9492-00, Rev. 2, dated 3-27-89 and 2. Airplane Flight Manual Supplement 006-00491-0000, Rev. 1, dated 4-19-90 or later approved revision to 1 or 2.

(Continued on Continuation Sheet)

Limitations and Conditions:

1. Compliance must be shown with applicable Service Bulletins and airplane modifications as listed on the Required Modifications Document 155-09552-0000, Rev. 1, dated 10-89 or later revision.

(Continued on Continuation Sheet)

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: 6-13-88

Date reissued: 2-28-95; 2-28-00

Date of issuance: 4-10-89

Date amended: 4-19-90; 1-9-91



By direction of the Administrator

Chris Durkin

(Signature)

FOR
Chris Durkin
DAS Coordinator, DAS-500863-CE

(Title)

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Regional Office of the transfer of this Supplemental Type Certificate.

The FAA will reissue the certificate in the name of the transferee and forward it to him.

TRANSFER ENDORSEMENT

Transfer the ownership of Supplemental Type Certificate Number _____

to *(Name of transferee)* _____

(Address of transferee) _____
(Number and street)

(City, State, and ZIP code)

from *(Name of grantor) (Print or type)* _____

(Address of grantor) _____
(Number and street)

(City, State, and ZIP code)

Extent of Authority (if licensing agreement): _____

Date of Transfer: _____

Signature of grantor *(In ink)*: _____

United States of America
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Supplemental Type Certificate
(Continuation Sheet)

Number SA2315CE-D

Description of Type Design Change: (continued)

REQUIRED DATA (Configuration B) (with Bendix/King KAH 460 AHRS):

1. Master Drawing List 155-9492-01 Rev. 5, dated 1-91 and 2. Airplane Flight Manual Supplement 006-00491-0000, Rev. 1, dated 4-19-90 (EFS 10) and 3. Airplane Flight Manual Supplement 006-00802-0000, Rev. 0, dated 1-9-91 or later FAA approved revisions to 1, 2 or 2.

Limitations and Conditions: (continued)

2. A third attitude indicator meeting the requirements specified in FAR 25-1303 (b)(4) must be installed.
3. Installation of the EFS 10 System was evaluated in accordance with CAR 4b (amendments 4b-1 and additional items noted on T.C. Data Sheet A7EU).
4. Compliance has been shown with the following sections of FAR Part 25; 25.1301 (amend. 25-38); 25.1303(b) (amend 25-38); 25.1309 (amend. 25-41); 25.1321(a)(b)(d)(e) (amend. 25-41); 25.1322 (amend. 25-38); 25.1331 (amend. 25-41); 25.1333 (amend. 25-41); 25.1335 (amend. 25-41); 25.1523 (amend. 25-3).
5. This approval included an evaluation and finding of acceptance of the interface between the Bendix/King KFC 400 AFCS, KAD 480 Air data, Serial III Communication/Navigation/Identification (CNI) and KNS 660 FMS Systems.
6. This approval should not be extended to other specific airplanes 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 will introduce no adverse effect upon the airworthiness of that airplane.