

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

Number ST10162SC

This Certificate issued to BAE Systems, Inc.
95 Canal Street
Nashua, NH 03064

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.

Original Product Type Certificate Number : A1NM

Make: Boeing

Model: 767-223: S/N 22314; B767-281: S/N 22788

Description of Type Design Change: Install a BAE Systems JETEYE™ System (the System) in accordance with Master Data List C2577-MDL, Revision A, dated September 29, 2006, and Airplane Flight Manual Supplement C2577-AFMS, Revision IR dated September 29, 2006, or later FAA approved revision.

Limitations and Conditions: You cannot use descriptive data about this design change to duplicate other products. This approval is limited to only the installation made on Boeing B767-223, Serial No. 22314 and B767-281, Serial No. 22788. This STC does not permit manufacturing of parts for multiple installations. This STC does not permit Emergency Ground Notification (EGN) functionality. The EGN capability of this design shall be functionally isolated to preclude operation.

(Limitations and Conditions continued on page 3 of 4)

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 3, 2005

Date reissued : December 08, 2011

Date of issuance : September 29, 2006

Date amended : November 18, 2011



By direction of the Administrator

(Signature)

S. Frances Cox
Manager, Special Certification Office
Southwest Region

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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Amended: November 18, 2011
Reissued: December 08, 2011

Limitations and Conditions (continued): This STC restricts COM3 to ACARS use only and prohibits COM3 from being substituted for COM1 or COM2 for dispatch relief. Do not use COM3 for Voice or Data when the C-MANPADS system is On or STBY.

The FAA has not evaluated this design change for effectiveness or functional performance. The Department of Homeland Security (DHS) has determined that the System adequately performs its intended function per Phase II Requirements in order to enter into Phase IIIA. DHS continues to evaluate the suitability of this System for commercial aviation, and as such, limits the DHS approval to the installation of the System to support Phase IIIA test and evaluations. Therefore, this installation is limited to only airplanes that support the Phase IIIA efforts.

All changes to this design must be coordinated with DHS prior to FAA approval. The modifier must provide a letter to the FAA from DHS stating DHS has found that the design change does not impair the System from meeting DHS's Phase II requirements. Accordingly, the modifier must not incorporate any changes, including minor changes to type design per 14 CFR 21.93, without first receiving a formal letter of approval from DHS.

If the holder of this STC permits another person to use this certificate to alter their aircraft, the holder shall give the other person written evidence of that permission. The Instructions for Continued Airworthiness C2577-ICA, shall be made available to the operator at the time of installation. The aircraft shall be maintained in accordance with the Instructions for Continued Airworthiness

Certification Basis:

Based on 14CFR 21.115 and 21.101, and the FAA policy for non-significant changes in FAA Order 8110.48, the certification basis for the Boeing Model 767-223 and 767-281 aircraft for the change is as follows:

- a. The Type Certification basis for Boeing Model 767-223 and 767-281 series airplanes is shown on TCDS A1NM for parts not changed or not affected by the change.
- b. The certification basis for parts changed or affected by the change since the reference date of application, May 3, 2005 is based upon Part 25, as amended by Amendment 25-117 and Part 36, as amended by Amendment 36-25. Based on 14 CFR 21.115 and 21.101, and the FAA policy for non significant changes in FAA Order 8110.48, the certification basis for this modification was determined to be:

Regulations at the latest amendment 25-0 through 25-117 and 36-0 through 36-25:
25.23, 25.27.b, 25.29, 25.117, 25.123.a,b, 25.255, 25.301, 25.303, 25.581, 25.601, 25.609,
25.611, 25.853.a, 25.869.a.4, 25.903.c, 25.981.a.3,b, 25.1301, 25.1309.b,c,d,g, 25.1316,
25.1322, 25.1327, 25.1357.a,b,c,d, 25.1389, 25.1401.b, 25.1431, 25.1455, 25.1529, 25.1541,
25.1555.a, 25.1585.a, 36.103.b

(Certification Basis continued on page 4 of 4)

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Certification Basis (continued):

Regulations at an intermediate amendment:

none

Regulations at the amendment level in TCDS AINM:

25.21, 25.25.a, 25.111, 25.113, 25.115, 25.119, 25.121, 25.143, 25.145, 25.147, 25.149,
25.177, 25.181, 25.201, 25.203, 25.207, 25.237.a, 25.251, 25.253, 25.305.b,c, 25.307, 25.321,
25.331, 25.333, 25.335, 25.337, 25.341, 25.343, 25.345, 25.349, 25.351, 25.365, 25.561,
25.571.a,b,e, 25.603, 25.605, 25.607, 25.613, 25.619, 25.621, 25.623, 25.625.a,b,c, 25.629,
25.855.b, 25.1351.a, 25.1353.a,b,d, 25.1413.a,c 25.1419, 25.1581, 25.1583, 25.1587.b

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