

SUPPLEMENTAL TYPE CERTIFICATE

10051700

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 (EU) No. 748/2012 to

ARMSTRONG AEROSPACE Inc.

**1437 HARMONY COURT
ITASCA IL 60143
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 Type Certificate Number : EASA.IM.A.003
Type Certificate Holder : THE BOEING COMPANY
Type Design - Model : 777-300ER
Original STC Number : FAA STC ST03180NY**

Description of Design Change:

Installation of OnAir Inflight Connectivity System

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:


CS 25.831 Amdt 0, CS 25.853 Amdt 12, CS 25.869 Amdt 0, CS 25.981 Amdt 0, CS 25.1353 Amdt 0, CS 25.1431 Amdt 0

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 18 December 2014


C HANCOCK
on behalf of:

**Alain LEROY
Head of Large Aeroplanes Department**

Note:

The following numbers are listed on the certificate:
EASA current Project Number: 0010031869-001

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Associated Technical Documentation:

-Master Data List, Armstrong Aerospace document No. DC104-9154-00, Revision E, dated 21 March 2014

-Instructions for Continued Airworthiness, Armstrong Aerospace document No. 0743-08793-2331, Revision B, dated 16 December 2013

-Airplane Flight Manual Supplement, Armstrong Aerospace document No. DC303-9154-00, Revision -, dated 15 November 2013

or later revisions of the above listed documents approved by EASA in accordance with EASA ED Decision 2004/04/CF (or subsequent revisions of this decision) and/ or the Technical Implementation Procedures of EU/ USA Bilateral Agreement.

Limitations/Conditions:

a) If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

b) Operational approval to use T-PED's must be obtained separately from this STC.

c) The OnAir must interface with the following listed required existing systems/components, which must be installed in an acceptable manner. The below listed required existing systems are not approved by this STC. Honeywell SATCOM (FAA STC ST03179NY), Honeywell MCS-7147 (FAA STC ST03179NY), Armstrong (FAA STC ST03 178CH).

Installer must ensure that the above referred FAA STC have been validated by EASA.

When installing/activating the OnAir on the aircraft the aircraft must comply with the requirements of the above mentioned FAA STC which have been validated by EASA including but not limited to aircraft systems compatibility with RF (Radio Frequencies) effects from T-PED's (Transmitting Portable Electronic Devices).

No design changes to required aircraft systems may be made without considering the RF (Radio Frequencies) effects from T-PED's (Transmitting Portable Electronic Devices) to the aircraft system per the above mentioned STC or other approved method.

Prior to installation of this design change it must be determined that the interrelationship between this design change and any other previously installed design change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- end -

Note:

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