

SUPPLEMENTAL TYPE CERTIFICATE

10016155 REV. 1

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:

VISIONSAFE CORPORATION

46-217 KAHUHIPA STREET
KANEHOE HI 96744
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.035

Type Certificate Holder: THE BOEING COMPANY

Type: BOEING 767

Model: 767-200/-300/-300F

Original STC Number: FAA STC ST00731LA

Description of Design Change:

Installation of Emergency Vision Assurance System (EVAS)

Revision 1: Model B767-300F added

EASA Certification Basis:

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

CS 25.853 at amdt 0, CS 25.1713(c) at amdt 5

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 29 September 2015



Alain LEROY

Head of Large Aeroplanes Department

EASA.IM.A.S.02357

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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

Associated Technical Documentation:

Master Drawing List 144 Rev C dated June 9, 1999

Drawing List 110 rev U dated July 6, 2012

AFM supplements:

- for B767-200/300: AFMS No. 1 rev. Original dated Sept 1, 2005

- for B767-300F: AFMS No 8999-144 rev. Original dated Feb 28, 2013

Instructions for Continued Airworthiness Document No. 8017 rev. 10 dated Dec 3, 2010

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:

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 -