

SUPPLEMENTAL TYPE CERTIFICATE

10072057

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

GLOBAL AEROSPACE DESIGN CORPORATION

3825 EDWARDS ROAD, SUITE 103
CINCINNATI OH 45209
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, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.IM.A.035

Type Certificate Holder: THE BOEING COMPANY

Type: 767

Model: 767-300

767-300F

Original STC Number: FAA STC ST04417CH

Description of Design Change:

Provisional installation of the Envoy Data Link with Iridium system for Aircraft Communications Addressing and Reporting System (ACARS) and Controller Pilot Data Link Communication (CPDLC)

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 16 December 2019



Israel NAVARRO SANTOS JUANES
Section Manager

Non-EU Large Transport Aeroplanes



Associated Technical Documentation:

1. Global Aerospace Design Corp. Master Drawing List 18GR164-MDL-2, Revision E, dated 27 June 2019 or later FAA approved revision.
2. FAA Accepted Instructions for Continued Airworthiness, 18GR164-ICA-2, revision A, dated 27 June 2019 or later FAA accepted revision.

Limitations/Conditions:

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

- End -

