

SUPPLEMENTAL TYPE CERTIFICATE

10056150

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:

Q.C.M. DESIGN GmbH

**EICHHOLZWEG 20-24
3123 BELP
SWITZERLAND**

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.085

Type Certificate Holder: TEXTRON AVIATION

Type: HS125/HAWKER SERIES

Model: HAWKER 800XP

Description of Design Change:

Upgrade of Dual Honeywell Control Display Units

Existing two (2) Honeywell Flight Management System Control Display Units (CD-820) are replaced with updated touchscreen technology units (CD-830)

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements: the following paragraph(s) at a later amendment:

CS 25.1302 amendment 3

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 21 December 2015



Alain LEROY *LQRIA*

Head of Large Aeroplanes Department

10040309

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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:

Design Organization QCM Declaration of Compliance RH80-QCM31-001-M0-DOC revision 1 from 21 December 2015

or later revisions of the above listed documents approved by EASA.

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 -