



European Aviation Safety Agency

SUPPLEMENTAL TYPE CERTIFICATE

EASA.IM.A.S.01741

This certificate, established in accordance with Regulations (EC) No 1592/2002 and (EC) No 1702/2003 and issued to:

BAYSYS TECHNOLOGIES

27 Market Street

Onancock

Virginia 23417

USA

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 Product Type Certificate number: *EASA.A.064*

Manufacturer: *AIRBUS*

Model: *A319-115/-133*

Original STC Number: *FAA STC ST01939LA*

Description of Design Change:

Direct TV - Installation of a tailwind 550 Satellite direct TV receive system



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Associated Technical Documentation:

- Master Data List (MDL), ref: 8050-ED-1067, Revision L, dated November 20, 2006 or later approved revisions;
- Airplane Flight Manual Supplement (AFM-S), ref: 8050-AFMS, Revision IR, dated November 20, 2006 or later approved revisions.

Limitations and Conditions:

1. Maximum Takeoff Weight and Maximum Landing Weight shall be reduced as follows:
 - Takeoff 350 lbs (159 Kg)
 - Landing 410 lbs (186 Kg)
2. For airplane(s) modified by this STC, prior to the accumulation of 9,200 total flight cycles from the STC modification, the following structural areas must be inspected in accordance with a EASA approved Eddy Current Inspection procedures for cracks, and this inspection must be repeated at intervals not to exceed 6,200 flight cycles thereafter. If crack is found, it must be repaired before further flight with a method approved by the EASA
 - a. The fuselage skin at all fastener holes, common to the radome adaptor to be inspected from the outside for crack(s),
 - b. The fuselage skin and the external doubler for the antenna mont, at all their attachment locations to be inspected from the inside for crack(s)
 - c. The fuselage skin, their tripler and the double for the pressure seal connectors, at all their attachment locations as well as the open hole, to be inspected from the inside for crack(s).

Notes: Prior to this mandatory inspection, the radome for the Tailwind 550 antenna, the antenna, the antenna O-ring, and the pressure seal connectors must be removed. The required Eddy current Inspection procedures must be developed by the STC holder and approved by the EASA. Inspection, more sensitive than Eddy Current inspection may also be proposed for EASA approval. This limitation supersedes the section 9 of BaySys document no. 8050-AWLS, "Airworthiness Limitations Supplement", Revision A.

3. This STC is approved only for the product configuration as defined in the approved design data referred to in the paragraph "Description". Compatibility with other aircraft/engine configurations shall be determined by the installer.

This certificate shall remain valid unless otherwise surrendered or revoked.

For the European Aviation Safety Agency,
Date of Issue: 23rd November 2006

Christian Gunitzberger
Project Certification Manager