

SUPPLEMENTAL TYPE CERTIFICATE

10066148

This Certificate/Approval 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

FOKKER SERVICES B.V.

**HOEKSTEEN 40
2132 MS HOOFDORP
NETHERLANDS
EASA.21J.059**

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.120

Type Certificate Holder: THE BOEING COMPANY

Type: 737

Model: 737-600/-700/-800/-900/-900ER

Description of Design Change:

ADS-B out on the Boeing 737 NG series.

This change introduces ADS-B capability on the Boeing 737 NG series aircraft.

EASA Certification Basis:

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

CS-ACNS, Initial issue, Subpart D.

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

Cologne, Germany, 10 July 2018


Carla IORIO
Supplemental Type Certificates & Special Projects
Section Manager



Associated Technical Documentation:

Compliance Record Report CRR-0343 Issue 1 dated 27 June 2018

Aircraft Flight Manual Supplement B737-ADSB-AFM-S-001 Issue 2 dated 26 April 2018

FCD Supplement B737-ADSB-FCD-S-001 Issue 1 dated 06 March 2018

MMEL Supplement B737-ADSB-MMEL-S-001 Issue 1 dated 12 March 2018

or later revisions of the above listed document(s) approved/accepted under the EASA system.

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 -