



U.S. Department
of Transportation
**Federal Aviation
Administration**

June 01, 2020

Rockwell Collins, Inc.

Dear Rockwell Collins, Inc.:

The Aircraft Evaluation Group (AEG) has reviewed your request for Supplemental Type Certificate (STC) relief that may be included in an operator's FAA approved MEL. The AEG finds your relief submission allowable as documented in the relief section of this letter. This relief is valid when an operator installs the listed STC on an aircraft that is listed in the Aircraft Model List (AML) below. No other application of this relief is allowed. The STC holder must contact the AEG when the STC is amended, revised or revoked.

Operators may use this relief letter to incorporate the relief listed below into their Minimum Equipment List (MEL) upon publication of this letter and in accordance with the MEL approval process in FAA Order 8900.1. The relief granted remains valid indefinitely with possession of this letter unless the relief is specifically revoked or revised by the Administrator.

STC Applicant	Rockwell Collins, Inc.
STC Number	ST01876WI
STC Description	Installation of Rockwell Collins, Inc. LDS-2100 LDS system to replace Boeing line fit EFIS, in accordance with: (1) Master Drawing List RCA-0459, Revision (-), dated June 27, 2018; (2) Airplane Flight Manual Supplement RCA-0457, Revision A, dated June 26, 2018; (3) Instructions for Continued Airworthiness RCA-0458, Revision A, dated June 12, 2018; or later FAA approved/accepted revision for items (1), (2), and (3).
Aircraft Model List	B757-200PF

Sincerely,

Dale Bosselmann
FOEB Chair,
Aircraft Evaluation Group

Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
22	Mode Control Panel Windows - Airspeed (IAS/MACH)	C	1	0	(O) May be inoperative provided selected airspeed indications on both PFDs operate normally.
22	Mode Control Panel Windows - Heading (HDG)	C	1	0	(O) May be inoperative provided selected heading indications on both PFDs operate normally.
22	Mode Control Panel Windows - Vertical Speed (VERT SPD)	C	1	0	(O) May be inoperative provided selected vertical speed indications on both PFDs operate normally.
22	Mode Control Panel Windows - Altitude (ALT)	C	1	0	(O) May be inoperative provided selected altitude indications on both PFDs operate normally.
31	Display Units (DU)	B	3	2	(M) Center may be inoperative provided left and right DU operate normally.
31	Display Control Panels (DCP)	A	2	1	(M)(O) Right may be inoperative provided: a) Left DCP operates normally, b) DCP ALTN selected using ND drop down menu, c) Left DCP control functions are verified to operate normally for all operative DUs, and d) Repairs are made within 2 flight-days.
31	Display Select Panel - BRT Knob	C	1	0	(O) May be inoperative provided: a) Light intensity of impacted center DU is acceptable to flight crew for type and duration of operations, b) Display Dimming Panels operate normally, and c) PFD and EICAS transfer buttons on both Display Control Panels operate normally.

31	Graphics Generating Unit (GGU)	C	3	2	(M) Center or right may be inoperative deactivated.
31	Remote Light Sensor (RLS) System	C	1	0	May be inoperative provided all manual display brightness functions operate normally.
31	Display Dimming Panel (DDP)	C	2	0	(O) May be inoperative provided: a) Light intensity of the DU is acceptable to the flight crew for type and duration of operations, b) PFD and EICAS transfer buttons on both Display Control Panels operate normally, and c) BRT knob on Display Select Panel operates normally.
34	Instrument Source Select Switches	C	-	-	(O) May be inoperative provided: a) Associated instruments operate from isolated sources, b) Inoperative switches are not moved in flight, and c) At least one FMC, RA/ILS, and AIR DATA switch must operate normally.
34	Switches (WXR/TFC/TERR)	B	6	3	One switch for each function may be inoperative provided procedures do not require its use.
34	MODE/MENU knob	A	2	1	(M)(O) Right may be inoperative provided: a) DCP ALTN is selected using ND drop-down menu, b) Left DCP MODE/MENU knob is verified to control mode functions on all operative DUs, and c) Repairs are made within 2 flight-days.
34	RANGE knob	B	2	1	(M)(O) Right may be inoperative provided: a) DCP ALTN is selected using ND drop-down menu, and b) Left DCP RANGE knob is verified to control range functions on all operative DUs.

34	BAROSET knob	A	2	1	(M)(O) Right may be inoperative provided: a) DCP ALTN is selected using ND drop-down menu, b) Left DCP BAROSET knob is verified to control altitude barometric setting on all operative DUs, and c) Repairs are made within 2 flight-days.
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