



U.S. Department
of Transportation

**Federal Aviation
Administration**

September 27, 2021

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	ST01882WI
STC Description	Installation of Rockwell Collins, Inc. LDS-2100 Large Display System in accordance with: (1) MDL RCA-0593, dated August 17, 2018; (2) AFMS RCA-0591, dated July 2, 2018; (3) AFMS RCA-0675, dated June 21, 2021; (4) ICA RCA-0592, dated July 25, 2018; (5) ICA RCA-0676, dated June 21, 2021; or later FAA approved revision for items (1), (2), (3), (4), and (5).
Aircraft Model List	B767-200 B767-300 B767-300F

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 PFD operate normally.
22	Mode Control Panel Windows - Heading (HDG)	C	1	0	(O) May be inoperative provided selected heading indications on both PFD operate normally.
22	Mode Control Panel Windows - Vertical Speed (VERT SPD)	C	1	0	(O) May be inoperative provided vertical speed mode is not selected.
22	Mode Control Panel Windows - Altitude (ALT)	C	1	0	(O) May be inoperative provided selected altitude indications on both PFD operate normally.
31	Display Units (DU)	B	3	2	Center may be inoperative provided left and right DU operate normally.
31	Display Control Panels (DCP)	A	2	1	(O) Right may be inoperative provided: a) Left DCP operates normally, b) DCP ALTN is selected using ND drop-down menu, c) Left DCP control functions are verified to operate normally for all operative DU, 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, and b) Display Dimming Panels operate normally, and c) PFD and EICAS transfer buttons on both Display Control Panels operate normally.
31	Display Processing Computers (DPC)	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	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, and b) PFD and EICAS transfer buttons on both Display Control Panels operate normally, and c) BRT knob on Display Select Panel operates normally
34	Integrated Standby Flight Display (ISFD) System - Attitude Display	B	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
34	Integrated Standby Flight Display (ISFD) System - Approach Mode	C	1	0	
34	Integrated Standby Flight Display (ISFD) System - Heading Display	C	1	0	
34	Integrated Standby Flight Display (ISFD) System - Metric Altimeter Display	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
34	Integrated Standby Flight Display (ISFD) System - Metric Altimeter Display	D	1	0	May be inoperative provided procedures do not require its use.
34	Integrated Standby Flight Display (ISFD) System - Dedicated Battery/ Charger System	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative.
34	FMC (Including CDU/HMCDU/MCDU) (-200/-300)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided enroute operations do not require its use.

34	FMC (Including CDU/HMCDU/MCDU) (-200/-300)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Fuel Quantity Indicating System (FQIS) processor channels are verified to operate normally, b) All flight deck fuel quantity indications operate normally, and c) Enroute operations do not require its use.
34	FMC (Including CDU/HMCDU/MCDU) (-200/-300)	C	2	1	(M)(O) For long-range navigation operation, one FMC may be inoperative provided other approved means of navigation is available. NOTE: An associated HMCDU or MCDU, if operative, may be used to meet navigation requirements.
31	Display Control Panels - Panel Lights	C	2	0	(O) May be inoperative provided: a) DCP switches are verified to operate normally, and b) DU operate normally.
34	Instrument Source Select Switches	C	-	-	(O) Except for ER operations, may be inoperative provided: a) Associated instruments operate from isolated sources, and b) Inoperative switches are not moved in flight.
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, ILS/RAD ALT, IRS, 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	(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 DU, and c) Repairs are made within 2 flight days.
34	RANGE Knob	B	2	1	(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 DU.
34	BAROSET Knob	A	2	1	(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 DU, and c) Repairs are made within 2 flight days.