



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

February 18, 2021

Innovative Solutions & Support, Inc.

Dear Innovative Solutions & Support, 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	Innovative Solutions & Support, Inc.
STC Number	ST02372CH
STC Description	Installation of an Innovative Solutions and Support (IS&S) Integrated Flat Panel Display System (IFPDS) and of an L-3 Avionics Systems GH-3100 Electronic Standby Instrument System (ESIS) in accordance with IS&S Master Data List (MDL) Document 1D-07687, Revision 33, dated February 08, 2021, or later FAA approved revision
Aircraft Model List	B757-200 B757-200PF B757-300

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.
31	Display Units (DU)	C	4	3	Except for ER operations, one may be inoperative in Navigation Display (ND) position.
31	Display Units (DU)	B	4	3	For ER operations, one may be inoperative in Navigation Display (ND) position.
31	Flat Panel Display Control Panel (DCP)	C	2	1	(O) One may be inoperative provided all functions of operative DCP are verified to operate normally.
31	Flat Panel Display Data Concentrator Unit (DCU)	C	3	2	(M)(O) Except for ER operations, L, C, or R DCU may be inoperative provided DCU isolation is verified once each flight-day.
31	Flat Panel Display Data Concentrator Unit (DCU)	B	3	2	(M)(O) For ER operations, L or R DCU may be inoperative provided DCU isolation is verified once each flight-day.
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) For ER operations, at least one FMC, EFI, IRS, and DCP switch must 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	EFIS Controls - Switches (NAV AID/ARPT/RTE DATA/WPT/WX/TER)	C	10	5	One switch for each function may be inoperative provided procedures do not require its use.
34	Electronic Standby Instrument System (ESIS) - 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	Electronic Standby Instrument System (ESIS) - Approach Mode	C	1	0	
34	Electronic Standby Instrument System (ESIS) - Heading Display	C	1	0	