



U.S. Department
of Transportation

**Federal Aviation
Administration**

April 24, 2020

Aviation Communication & Surveillance Systems (ACSS)

Dear Aviation Communication & Surveillance System

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	Aviation Communication & Surveillance Systems (ACSS)
STC Number	ST02714LA
STC Description	Installation of the ACSS Surveillance Processor (TCAS Change 7.1), TCAS Directional Antennas, NXT-800 Mode S/ADS-B Out Transponders and Gables Engineering ATC/TCAS Control Panel systems in accordance with ACSS Index of Master Data Lists (IMDL), Drawing No. 8900099, Revision-, dated 20 April 2020, or later FAA approved revision.
Aircraft Model List	B757-200

Sincerely,

Dale Bosselmann
FOEB Chair,
Aircraft Evaluation Group

Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
34	Traffic Alert and Collision Avoidance System (TCAS)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
34	Traffic Alert and Collision Avoidance System (TCAS)	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
34	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on non-flying pilot side provided: a) TA and RA visual display operates normally on flying pilot side, and b) TA and RA audio function operates normally on flying pilot side.
34	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
34	Resolution Advisory (RA) Display System(s)	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions operate normally, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.
34	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions operate normally, and b) Enroute or approach procedures do not require its use.

34	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
34	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a)Operations do not require its use, and b)Prior to flight, approval isobtained from ATC facilities having jurisdiction over planned route of flight.
34	ATC Transponders and Automatic Altitude Reporting Systems	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
34	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a)Operations do not require itsuse, and b)Repairs are made prior tocompletion of next heavy maintenance visit.
34	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.
34	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.
34	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.

34	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft Data Link Transmission is an integral part of the transponder and relief is provided in that section.
34	Data Link Receiver	D	-	0	
34	ADS-B Out Extended Squitter Transmissions	C	-	0	<p>May be inoperative provided:</p> <p>a) Alternate procedures are established and used,</p> <p>b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and</p> <p>c) It is not required by 14 CFR.</p> <p>NOTE: Any ADS-B Out function that operates normally may be used.</p>
34	ADS-B Out Extended Squitter Transmissions	C	-	1	<p>One must be operative as required by 14 CFR.</p> <p>NOTE: Any ADS-B Out function that operates normally may be used.</p>