



U.S. Department
of Transportation

**Federal Aviation
Administration**

October 27, 2021

Flying Colours Corp.

Dear Flying Colours Corp.:

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	Flying Colours Corp.
STC Number	ST04197NY
STC Description	Installation of Gaseous Oxygen System In Accordance With FAA Approved Data: (1) Master Data List, CRJ2-MDL-0063, Revision A, Dated August 13, 2020 or later FAA approved revision. (2) Airplane Flight Manual Supplement (AFMS), Revision IR, CRJ2-AFMS-0063, Dated August 13, 2010 or later FAA approved revision.
Aircraft Model List	CL-600-2B19(CRJ-100/440)

Sincerely,

Dusan Vukotic
FOEB Chair,
Aircraft Evaluation Group

Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
35	Crew Oxygen Pressure				
	1) EICAS Readout	B	1	0	(O) May be inoperative provided the Ground Service Panel pressure gauge is verified operative and checked before each flight.
	2) Oxygen Overpressure Relief Indicator	C	2	0	(O) May be inoperative (missing) provided alternate procedure is used to ensure that oxygen supply is at or above minimum requirement for flight.
	Ground Service Panel Pressure Guage	C	1	0	May be inoperative provided the EICAS Oxygen Quantity Readout is operative.
	Filler Valve (Service Panel)	C	1	0	(M) May be inoperative provided replenished bottles are installed with adequate oxygen for flight.
	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: a)The Passenger Oxygen Control Panel rotary selector switch is selected to CLOSE. b)All components of the cabin pressurization, warning, and indicating systems are operative, c)Operations are conducted so that Minimum Enroute Altitude (MEA) is at or below 13,000 ft. MSL, d)Operations are conducted at or below FL 250, e)Portable oxygen units are provided for all crewmembers and 10% of the passengers for 30 minutes (supplemental oxygen) f)Procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and g)Both Air Condition Packs are verified operative.

	Passenger Oxygen	C	1	0	May be inoperative provided: a) The passenger Oxygen Control Panel rotary selector switch is selected to CLOSE, and b) No passengers are carried.
	1) Cabin Passenger Oxygen Drop Out Panel	B	-	0	(M) May be inoperative provided Passenger Oxygen Systems considered inoperative
		D	-	0	(M) May be inoperative provided associated Passenger Seats are considered inoperative.
	2) Lavatory Passenger Oxygen Drop Out Panel	B	-	0	(O) My be inoperative provided procedures are established to block associated lavatory when airplane is above FL250.
	3) Automatic Presentation System	B	1	0	(M) (O) May be inoperative provided: a) Manual deployment is verified operative: b) Operations are conducted at or below FL350.
	Therapeutic Oxygen Outlet Plug	D	1	0	(M) May be inoperative provided the Passenger Oxygen Control Panel switch is OFF and verified before each flight.