



U.S. Department
of Transportation

**Federal Aviation
Administration**

November 09, 2021

Avionics Support Group, Inc.

Dear Avionics Support Group, 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	Avionics Support Group, Inc.
STC Number	ST04203AT
STC Description	Installation of a Constant Friction Mount, Cradle, and Integrated Power Supply on Boeing B737 Series Aircraft in accordance with Avionics Support Group, Inc. Master Data List 213135-MDL, Rev. C, dated 04/08/2015, or later FAA approved revision.
Aircraft Model List	B737-300 B737-400 B737-500 B737 NG (All 600-900)

Sincerely,

Heather A. Ogburn
FOEB Operation Specialist,
Aircraft Evaluation Group

Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
46	Electronic Flight Bag (EFB) System				
	Mounting Device - Avionics Support Group, Inc's. Constant Friction Mount, Cradle, and Integrated Power Supply Reference: Policy Letter (PL) 121, Rev 1.	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.