



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

November 16, 2020

Carlisle Interconnect Technologies

Dear Carlisle Interconnect Technologies:

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	Carlisle Interconnect Technologies
STC Number	ST04288CH
STC Description	The installation and activation of the ADS-B Out Transponder & IMMR System in an Airbus A319/A320/A321 series aircraft.
Aircraft Model List	A319 A320NEO A320 A321

Sincerely,

James Culet  
FOEB Chair,  
Aircraft Evaluation Group

## Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
34	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a)Operations do not require its use, and b)Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
34	ATC Transponders and Automatic Altitude Reporting Systems	D	2	1	Any in excess of those required by 14 CFR may be inoperative.
34	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	2	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	2	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	2	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.
34	Automatic Dependent Surveillance-Broadcast (ADS-B) System-ADS-B Out Extended Squitter Transmissions	C	2	0	(O) May be inoperative provided: a)Alternate procedures are established and used, b)Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c)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-ADS-B Out Extended Squitter Transmissions	C	2	1	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	Global Positioning System-Aircraft equipped with ADS-B Out Function compliant with DO260B	C	2	1	(O) May be inoperative provided alternate procedures are established and used.
34	Global Positioning System-Aircraft equipped with ADS-B Out Function compliant with DO260B	C	2	0	O) May be inoperative provided: a)Alternate procedures are established and used, and b)One DME is operative. NOTE:If no GPS is available, ADS-B Transmissions are considered inoperative.
34	Global Positioning System-Aircraft equipped with ADS-B Out Function compliant with DO260B	D	2	0	May be inoperative provided procedures do not require its use. NOTE: If no GPS is available, ADS-B Transmissions are considered inoperative.