



U.S. Department
of Transportation
**Federal Aviation
Administration**

June 17, 2020

B/E Aerospace Inc.
3110 Commerce Parkway
Miramar, FL 33025

Revision: 0

B/E Aerospace 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: B/E Aerospace Inc.

STC Number: ST04427AT (Issued June 14, 2018)

STC Description: Installation of the Rockwell Collins Automatic Dependent Surveillance - Broadcast (ADS-B) Out System on the B-737-600/700/700C/800/900/900ER Series Aircraft in accordance with Master Drawing List (MDL) 2-193114-001, Rev. A, Dated: May 9, 2018, or later FAA approved revision.

Limitations and Conditions: FAA Approved Airplane Flight Manual Supplement for the Rockwell Collins Automatic Dependent Surveillance - Broadcast (ADS-B) Out System, 2-193114-805, Rev IR, Dated June 05, 2018, or later FAA approved revision is a required part of this STC. Instructions for Continued Airworthiness (ICA) document 2-193114-804, Rev. A, Dated: May 9, 2018 or later FAA approved revision must be made available to the operator at the time of installation.

Aircraft Model List: B-737NG (-600/-700/-700C/-800/-900/-900ER)

Type Certificate No.: A16WE

Sincerely,

Steve Dunn, FOEB Chair,
Aircraft Evaluation Group

Approved STC Relief

| System | Item | Category | Installed | Required | Remarks-Exceptions |
|--------|---|----------|-----------|----------|---|
| 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 | Cont'd | 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 | Cont'd | C | - | 1 | One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used. |
| 34 | ADS-B Out Extended Squitter Transmissions | C | - | 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 | Cont'd | C | - | 1 | One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used. |

NOTE: (M) and (O) indicates that a specific maintenance (M) or operations (O) procedure is required to be accomplished as part of the identified relief. The procedure(s) must address actions required when a particular system and/or item is inoperative and contain enough information to adequately and safely address operations with the system and/or item inoperative, as well as being appropriate for the type of operation to which they apply.

Manufacturers (OEMs, STC and other Design Change Holders, etc.) may produce recommended procedures for inoperative systems and/or items associated with the identified relief. When manufacturer recommended procedures exists, the operator may use them as published or develop equivalent (not less restrictive) procedures for their MEL.

If no manufacturer recommended procedures exist, an operator, when required, shall develop appropriate procedures in accordance with the applicable current FAA Regulations, Policy and Guidance.