



U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

September 15, 2010

Exemption No. 10134
Regulatory Docket No. FAA-2010-0578

Dr. Michael E. Hopper
ODA Administrator
L-3 Communications Integrated Systems, L.P.
10001 Jack Finney Blvd.
P.O. Box 6056
Greenville, Texas 75403-6056

Dear Mr. Hopper:

This letter is to inform you that we have granted your request for exemption. It transmits our decision, explains its basis, and describes the conditions and limitations of the exemption.

The Basis for Our Decision

By letter 8-81710C/10L-038 dated May 26, 2010, you petitioned the Federal Aviation Administration (FAA), on behalf of L-3 Communications Integrated Systems, L.P. (L-3 Communications), for exemption from §§ 26.11 and 26.47 of Title 14, Code of Federal Regulations (14 CFR). This exemption permits L-3 Communications relief from the electrical-wiring interconnection systems (EWIS) maintenance program, and developing damage-tolerance data for alterations and repairs to alterations for holders of and applicants for a supplemental type certificate, as shown in Table 1.

Table 1: L-3 Communications-petitioned airplane model and associated STC

Airplane Model	Description of Modification	Airplane Serial Number	Registration	STC Number
Boeing B737-700	Self-Protection System	36106	Foreign	ST9214SC-D
		36107		
		36108		

The FAA has determined that good cause exists for not publishing a summary of the petition in the *Federal Register* because the requested exemption would not set a precedent, and any delay in acting on this petition would be detrimental to L-3 Communications.

The FAA has issued grants of exemption in circumstances similar in all material respects to those presented in your petition. In Exemption No. 9818 (copy enclosed), the FAA found that all of the airplanes shown in Table 1 of that exemption were heavily modified either for U.S. military use, or for head-of-state or military use by a foreign government, and that these airplanes are still operated under those uses. In Exemption No.9818, the FAA used several methods to verify that the airplanes are not presently operated, nor in the future will be operated, in common carriage. Having reviewed your reasons for requesting an exemption, I find that—

- they don't differ materially from those presented by the petitioner in the enclosed grant of exemption;
- the reasons stated by the FAA for granting the enclosed exemption also apply to the situation you present;
- the STC listed in Table 1 contains additional restrictions limiting any use in U.S. common carriage, the text of which reads, "Valid only as long as the aircraft is operated for governmental use or as a head-of-state aircraft."
- a grant of exemption is in the public interest.

Additional information

As a reminder, the Boeing Model 737-700 airplane is certified to the damage-tolerance requirements of § 25.571 (post-Amendment 25-54), *Damage-Tolerance and Fatigue Evaluation of Structure*, and § 25.1529, *Instructions for Continued Airworthiness*, as documented on Type Certificate Data Sheet A16WE. Supplemental type-certificate holders and applicants are responsible for detail design data associated with STCs installed on these airplane models, including damage-tolerance data and instructions for continued airworthiness (ICA) as required (for the baseline STC and repairs developed by STC holders/applicants) to maintain the original certification basis.

Our Decision

Under the authority contained in 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I hereby grant L-3 Communications Integrated Systems an exemption from 14 CFR 26.11 and 26.47 for the STCs installed on the three airplanes listed in Table 1, subject to the conditions and limits described below.

Conditions and Limitations

This exemption grants relief to L-3 Communications from having to meet the requirements of §§ 26.11 and 26.47 for the electrical-wiring interconnection systems (EWIS) maintenance program and for developing damage-tolerance data for repairs and alterations.

This exemption does not grant relief from the related operational requirements contained in §§ 121.1109, 121.1111, 129.109, or 129.111. Should a person choose to operate, under part 121 or part 129, any airplane modified in accordance with these STCs, beyond the operational compliance deadlines as stated in §§ 121.1109, 121.1111, 129.109, or 129.111, that person will be required to comply with those operational requirements.

Sincerely,

/s/

Robert D. Breneman
Acting Manager, Transport Airplane Directorate
Aircraft Certification Service