



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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

June 28, 2010

Exemption No. 10086  
Regulatory Docket No. FAA-2010-0569

Mr. Phillip T. Crawford, P.E.  
ODA Administrator  
L-3 Communications Integrated Systems, L.P.  
7601 Maehr Road  
PO Box 154580  
Waco, Texas 76715-4580

Dear Mr. Crawford:

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 dated May 25, 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 models and associated STCs

<b>Airplane Model</b>	<b>Description of Modification</b>	<b>Airplane Serial Number</b>	<b>Registration</b>	<b>STC Number</b>
Boeing B737-800	Self-Protection System	33473	Foreign	ST9763SC-D
Boeing B747-400	Self-Protection System	28551, 28961	Foreign	ST9764SC-D

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; and
- the STCs listed in Table 1 contain 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."

Therefore, a grant of exemption is in the public interest.

### **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 §§ 121.1111 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 §§ 121.1111 and 129.111, that person will be required to comply with those operational requirements.

Sincerely,

/s/

Ali Bahrami  
Manager, Transport Airplane Directorate  
Aircraft Certification Service