



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number ST00354BO

This certificate issued to:

Innovative Solutions & Support, Inc.
720 Pennsylvania Drive
Exton, PA 19341

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.

Original Product - Type Certificate Number: A2NM

Make: The Boeing Company
Model: 757-200 Series, 757-300 Series

Description of Type Design Change:

Installation of an Innovative Solutions & Support, Inc. (IS&S) Integrated Standby Unit (ISU), Part Number 9D-80190-7, loaded with top level software 7H-80190-9 as defined in Limitations and Conditions 3 (or later FAA approved top level software), in accordance with IS&S Master Document List (MDL) 1D-12303, Revision 1, dated July 16, 2015, or later FAA approved revision.

Limitations and Conditions:

1. Operation must be in accordance with IS&S Aircraft Flight Manual Supplement (AFMS) 1D-12319, Revision 2, FAA approved on July 27, 2015, or later FAA approved revision.

The AFMS must be carried in the aircraft during all flights.

(continued on Page 3 of 4)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: February 18, 2015

Date reissued:

Date of Issuance: July 27, 2015

Date amended:

By direction of the Administrator

Signature _____

Robert G. Mann

Manager, Boston Aircraft Certification Office

Title _____

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

**SUPPLEMENTAL TYPE CERTIFICATE, FAA FORM 8110-2
(CONTINUED)**

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

*TRANSFER
ENDORSEMENT*

*Transfer the ownership of Supplemental Type Certificate
Number:*

To *(Name of transferee)*

(Address of transferee)

(Number and street)

(City, State, and ZIP Code)

From *(Name of
grantor)*

(Address of grantor)

(Number and street)

(City, State, and ZIP Code)

Extent of Authority (if licensing agreement):

Date of Transfer:

Signature of grantor:



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Limitations and Conditions: (continued from Page 1 of 4)

- 2. Maintenance must be in accordance with:
a) IS&S Instructions for Continued Airworthiness (ICA) 1D-12304, Revision 2, dated May 29, 2015, or later FAA accepted revision.
b) IS&S Electrical Wiring Interconnection Systems (EWIS) ICA 1D-12309, Revision 1, dated July 09, 2015, or later FAA approved revision.

These ICAs must be made available to the operator at the time of installation.

- 3. IS&S ISU, Part Number 9D-80190-7, loaded with top level software 7H-80190-9, is defined as:

Table with columns: Article Part Number, Software Part Number, Software Description, Article Description. Includes rows for 9D-80190-7 with software 7H-09848-1, 7H-10227-9, 7H-10228-7, and 10H-10041-1, all under the description 'Integrated Standby Unit (ISU)'.

- 4. Compatibility of this design with previously approved modifications must be determined by the installer.

Certification Basis:

Based on 14 CFR § 21.115 and § 21.101, and the FAA policy for design changes that are identified as not significant in FAA Order 8110.48, the certification basis for The Boeing Company 757-200 Series, 757-300 Series aircraft is as follows:

- a. The type certification basis for parts not changed or not affected by the change is shown on TCDS A2NM.
b. Regarding 14 CFR § 26.47 (Amdt. No. 26-1), this change does not affect or create fatigue critical structure.

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Certification Basis: (continued from Page 3 of 4)

- c. The modification certification basis for parts **changed or affected** by the change since the reference application date, February 18, 2015, is based upon part 25 as amended by Amendment 25-141 as follows:

Regulations at the latest amendment 25-0 through 25-141

25.1(b), 25.21(a)(1), 25.29, 25.301(a), 25.303, 25.305(a)(b), 25.307(a), 25.365(a)(b)(c)(d), 25.561(a)(b)(3)(c)(d), 25.571(a)(b), 25.581(a)(b)(1), 25.601, 25.603, 25.605(a), 25.607(a)(2)(b)(c), 25.609, 25.611, 25.613(a)(c)(f), 25.619, 25.625(a)(b), 25.771(a)(c), 25.773(a), 25.831(b)(c), 25.853(a), 25.869(a), 25.899, 25.1301, 25.1302, 25.1303(a)(c), 25.1309, 25.1310, 25.1316(b), 25.1317(b)(c), 25.1321(a)(b)(d)(e), 25.1322, 25.1323(a)(b)(c)(f)(g)(h)(i), 25.1325(a)(d)(e), 25.1327, 25.1331, 25.1333(b)(c), 25.1351(a)(b)(2)(d), 25.1353(a)(c), 25.1357, 25.1360, 25.1381, 25.1431, 25.1501, 25.1523(b), 25.1529, 25.1541, 25.1543(b), 25.1545, 25.1547(a)(b)(d), 25.1555(a), 25.1581(a)(b)(d), 25.1583(c)(1), 25.1585(a)(b), 25.1703(a)(b)(d), 25.1705(a)(b)(4)(5)(6)(7)(9)(12), 25.1707(a)(b)(c)(d)(g)(h)(i)(j)(k)(l), 25.1709, 25.1711, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721(b), 25.1729

Regulations at an intermediate amendment level

None

Regulations at the amendment level in TCDS A2NM

None

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