STC FAQ

What can be installed under the STC?

Right now, the STC covers the Dynon EFIS-D10A, a small but feature-rich flight display, and the Dynon EFIS-D100, a full-size version of the same unit. The STC certifies both units to replace your mechanical (vacuum-driven) attitude indicator.

What difference does it make that EAA has transferred ownership of the STC to its subsidiary, EAA STC, LLC?

It is a normal corporate practice and will make no difference to you. It has no effect at all on the validity of the STC when you purchase it. EAA will fully support the LLC in fulfilling all of its activities and responsibilities, under a written agreement, and EAA's members will receive the same attention and service that they have come to expect from EAA.

What instruments can I replace in my panel?

The certification pathway we used only allows the replacement of the attitude indicator. This means all of the other instruments in your panel must be retained, and the flight instruments must roughly keep their original arrangement (such as the "six pack" dictated under Part 23). *This restriction may preclude the use of the EFIS-D100 on some smaller instrument panels with insufficient vertical space.*

Can I put a second EFIS-D10A in my panel or use the split-screen feature on the EFIS-D100 to replace my directional gyro so I can remove my vacuum system?

Unfortunately, no. Again, you can only replace your attitude indicator under the current STC approval.

Can I keep my mechanical attitude indicator as a backup or install the Dynon EFIS somewhere else on my panel (such as the right side)?

Yes. The STC does not restrict the number of attitude indicators installed in your aircraft, so feel free to keep your old one or simply install the Dynon as a backup.

How much will I need to modify my panel?

It depends on the unit you wish to install and which options you want. On some aircraft with sufficient instrument spacing you can simply remove your mechanical attitude indicator and slide the EFIS-D10A into the existing instrument hole. You may also use Dynon's flush mount for the EFIS-D10A, which requires a rectangular cutout in the panel, but recesses the bezel of the unit so it is flush with the rest of the panel for a nice, clean look. Installing the EFIS-D100 will require extensive modification to the panel and the location of your instruments and their spacing.

Can I install the Dynon EFIS if I don't have an attitude indicator?

Since the STC is predicated on replacing your mechanical attitude indicator, unfortunately that means you need to have an attitude indicator to replace. The STC has a restriction that your aircraft must have been manufactured with a mechanical attitude indicator.

Besides the main EFIS unit, what else do I need from Dynon?

Both the EFIS-D10A and EFIS-D100 are very self-contained, but you will need a few peripherals. First, you will need Dynon's backup battery so that the EFIS will continue functioning in the event of an electrical failure. Second, you will need to mount Dynon's GPS-251 on the exterior of your aircraft. This GPS unit will help the EFIS derive attitude information in the event of a pitot/static failure.

What other peripherals are available?

The remote magnetometer will allow your EFIS to display heading information. There is an optional OAT probe that interfaces with this magnetometer to provide information such as winds aloft, true airspeed, and density altitude inflight. You may also install Dynon's pitot/AOA probe to gain access to the EFIS's integral angle of attack indicator. *Note: although the Dynon probe also has pitot functionality, per the FAA's angle of attack indicator policy and the approval of this STC, you currently may not replace your existing pitot probe with Dynon's.*

What aircraft are included on the STC?

The STC's Approved Model List (AML) includes the following aircraft series (all variants on each type certificate):

Cessna 150

Cessna 152

Cessna 172

Cessna 175

Cessna 177

Cessna 177RG

Cessna 182

Piper PA-24

Piper PA-28

Piper PA-32

Piper PA-38

Can the instrument be used in IFR?

Yes! There are no restrictions on IFR or any other flight regime that a mechanical attitude indicator would be able to handle.

Will the LLC, with EAA's support, be adding more types of aircraft to the STC?

Yes, as soon as possible. Our goal is to make this STC applicable to as many types as we can.

Will the LLC be adding more electronic flight instruments from other manufacturers to the STC?

We plan to. We partnered with Dynon for the initial STC, but we intend to work with any manufacturer who comes forward.

What about different *kinds* of instruments?

We will to take this approach to the fullest extent of what is possible. More instruments and devices will hopefully come in time.

How much will it cost?

This STC is available to EAA members for $100.