



U.S. Department
of Transportation

**Federal Aviation
Administration**

August 27, 2020

B/E Aerospace, INC. - FSI

Dear B/E Aerospace, INC. - FSI:

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. - FSI
STC Number	ST01950SE
STC Description	Installation of an overhead flight crew rest above Door 1 in accordance with Flight Structures, Inc. (FSI) Master Drawing List A7FS700-D01, Revision BF, dated April 25, 2019 or later Federal Aviation Administration approved revisions
Aircraft Model List	B777-200

Sincerely,

Chad Shackford
FOEB Chair,
Aircraft Evaluation Group

Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
21	Overhead Flight Crew Rest Exhaust Valves				
21	Overhead Flight Crew Rest (OFCR)	C	1	0	(M) May be inoperative provided: a) OFCR exhaust valve is deactivated closed, and b) OFCR is considered inoperative.
21	Overhead Flight Crew/Attendant Rest Electric Heater Systems				
21	Overhead Flight Crew Rest (OFCR) Heater Systems	C	-	0	(M) May be inoperative provided: a) Associated heater system is deactivated, and b) OFCR is considered inoperative.
23	Passenger Address System (PA)	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant chime and call lights operate normally. NOTE: Any passenger address function that operates normally may be used.
23	Passenger Address Controller Modes	C	2	1	(M) One may be inoperative provided operating controller mode is selected.
23	Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
23	Cabin Speakers				
23		C	-	-	(M) May be inoperative provided inoperative speakers are not adjacent to each other.

23		C	-	-	(M) No passenger seat, cabin attendant seat or crew rest area bunk may be occupied from which passenger address system is not audible and intelligible; seat must be blocked and placarded "DO NOT OCCUPY".
23	Ambient Noise Sensor (ANS) System	C	-	-	(O) May be inoperative selected off.
23	Prerecorded Passenger Announcement System				
23		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
23		D	1	0	May be inoperative provided procedures do not require its use.
23	Cabin Area Control Panels (CACP)/Cabin System Control Panels (CSCP) (Passenger)	C	-	1	NOTE: Any CACP/CSCP function that operates normally may be used.
23	Flight Deck to Cabin, Cabin to Flight Deck, Functions				
23		B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50 % of the cabin handsets, b) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least one handset per exit door pair, and c) Alternate communications procedures between affected flight attendants station(s) and flight deck are established and used. NOTE: Any cabin interphone function that operates normally may be used.

23		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any cabin interphone function that operates normally may be used.
----	--	---	---	---	--

23	Cabin to Cabin Functions	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50 % of the cabin handsets, b) Cabin to cabin interphone functions operate normally on at least one handset per exit door pair, and c) Alternate communications procedures between affected flight attendants station(s) are established and used. NOTE: Any cabin interphone function that operates normally may be used.
----	--------------------------	---	---	---	---

23	Flight Deck/Cabin to Crew Rest, Crew Rest to Flight Deck/Cabin, Functions	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any cabin interphone function that operates normally may be used.
----	---	---	---	---	---

23	Flight Attendant Call Lights				
----	------------------------------	--	--	--	--

23		B	-	0	(O) May be inoperative provided: a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishings (NEF) item. NOTE 2: Any visual alerting system function(s) that operates normally may be used.
----	--	---	---	---	---

23		B	-	0	(O) May be inoperative provided: a) Flight attendant chime operates normally, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishings (NEF) item. NOTE 2: Any visual alerting system function(s) that operates normally may be used.
----	--	---	---	---	--

23	Flight Attendant Chime				
----	------------------------	--	--	--	--

23		B	1	0	(O) May be inoperative provided: a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishings (NEF) item. NOTE 2: Any audio alerting system function(s) that operates normally may be used.
----	--	---	---	---	---

23		B	-	0	(O) May be inoperative provided: a) Flight attendant call lights operate normally, b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered a Non-Essential Equipment and Furnishings (NEF) item. NOTE 2: Any audio alerting system function(s) that operates normally may be used.
23	Crew Rest Call Lights/Chimes Systems	B	-	0	(O) May be inoperative provided: a) Associated crew rest cabin interphone handset system operates normally, and b) Alternate procedures for contacting crew rest occupants are established and used. NOTE: Any alerting system function that operates normally may be used.
23	Cabin Interphone Handset Systems (Passenger)				
23	Flight Deck				
23		C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
23		D	1	0	May be inoperative provided procedures do not require its use.

23	Cabin	B	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) 50 % of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected flight attendant station(s) are established and used. <p>NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50 % requirement.</p> <p>NOTE 2: Any handset function that operates normally may be used.</p>
23	Crew Rests (OFCR)	C	-	0	<p>(O) May be inoperative provided alternate procedures are established and used.</p>
25	Crew Seats (OFCR)	D	-	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat is not occupied, and b) Affected seat(s) is blocked and placarded "DO NOT OCCUPY", and c) Sufficient other crew seating is available. <p>NOTE: A seat with an inoperative seat belt is considered inoperative.</p>
25	Storage Bin(s)/Cabin, Galley and Lavatory Storage Compartments/Closets				

25		C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Associated bin, compartment or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment or closet is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed. <p>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p>
----	--	---	---	---	--

25		C	-	-	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, d) Affected bin, compartment or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets, and f) Passengers are briefed that affected bin, compartment or closet is not to be used. <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.</p>
----	--	---	---	---	---

25	Multi Latch/Quarter Turn Lug Installations	C	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operates normally, and b) If affected compartment is used for a galley cart, the cart remains empty.
25	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.
25	Overhead Flight Crew/Attendant Rest Door	C	-	0	May be inoperative provided associated crew/attendant rest is considered inoperative.
25	Door Lock	C	-	0	(M) May be inoperative provided: a) Associated door lock is deactivated in the unlocked position, and b) Associated door opens and closes normally.
25	Overhead Flight Crew Rest				
25		C	-	0	(M)(O) May be inoperative provided: a) Associated crew/attendant rest is deactivated closed, and OFCR inoperative. b) Appropriate adjustments to flightcrew FDP times are applied. NOTE: This provision is not intended to prohibit crew/attendant rest inspections by crewmembers.
25		C	-	0	May be inoperative provided procedures do not require their use.
25	Bunks	C	-	0	May be inoperative provided bunk is not occupied. NOTE: A bunk with an inoperative or missing restraint system is considered inoperative.
25	Exterior Lavatory Door Ashtrays				

25	Passenger	C	1	0	May be inoperative or missing provided that at least 50 % of the ashtrays throughout the passenger cabin are operational and repairs are made within 10 calendar days.
25	Lavatory Waste Container Flapper/Access Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, b) Lavatory is used only by crewmembers, and c) Associated lavatory is placarded, "INOPERATIVE -DO NOT ENTER". NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.
25	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures are used as primary means of initiating an emergency evacuation.
25	FASTEN SEAT BELT WHILE SEATED Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
25	Portable Emergency Locator Transmitter (ELT)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
25	Flashlight Holder Assemblies (Including Flashlight)	C	-	-	
25		C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.
26	Lavatory Smoke Detection Systems				
26	Overhead Flight Crew Rest				

26		C	-	-	(M)(O) For each lavatory, may be inoperative provided associated: a) Lavatory waste container is empty, b) Lavatory is placarded, "INOPERATIVE –DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers.
26		D	-	0	Any in excess of that required by 14 CFR may be inoperative.
26	Lavatory Call Light Smoke Detected Function	C	-	0	NOTE: Attendant call and occupancy indications are considered NEF.
26	Overhead Flight Crew Rest Smoke Detection System	C	1	0	(M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) Associated crew rest is considered deactivated closed. NOTE: These provisions are not intended to prohibit crew rest inspections by crewmembers.
26	Bunk Smoke Detectors				
26	Overhead Flight Crew Rest (OFCR)	C	6	1	(M)(O) May be inoperative provided: a) Common area smoke detection system operates normally, and b) Bunk curtains remain open.
26	Common Area Smoke Detector				
26	Overhead Flight Crew Rest (OFCR)	C	1	0	May be inoperative provided OFCR is considered inoperative.
26	Lavatory Fire Extinguisher Systems				
26	Overhead Flight Crew Rest				

26		C	-	-	May be inoperative for the lavatory provided associated lavatory smoke detection system operates normally.
26		C	-	-	(M)(O) May be inoperative for the lavatory provided associated: a) Lavatory waste container is empty, b) Is placarded, "INOPERATIVE" and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit inspections by crewmembers.
26	Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installation location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
33	Cabin Interior Illumination				
33	Crew Rest Area	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
35	Crew Rest Oxygen Modules				
35	Seat module	B	-	-	(M) May be inoperative provided associated seat is blocked and placarded to prevent occupancy.
35	Bunk Module	B	-	-	(M) May be inoperative provided a conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating the bunk is not be used.
38	Potable Water Systems				

38		C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
----	--	---	---	---	--

38		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
----	--	---	---	---	---

38	Lavatory Waste Systems				
----	------------------------	--	--	--	--

38		C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
----	--	---	---	---	--

38		C	-	-	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.
----	--	---	---	---	---