



U.S. Department
of Transportation
**Federal Aviation
Administration**

March 23, 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	ST02659SE
STC Description	Interior reconfiguration on Boeing 777-200 series airplanes
Aircraft Model List	B777-200

Sincerely,

John Pinnow
FOEB Chair,
Aircraft Evaluation Group

Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
23	Passenger Address System (Passenger)	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	-	-	(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 fifty percent 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 fifty percent 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 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	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	-	-	(O) May be inoperative provided: a) Fifty percent 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. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement. NOTE 2: Any handset function that operates normally may be used.
25	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.
25	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
25	Flight Attendant Seat Assembly (Single or Dual Position)				
25	Required Flight Attendant Seats (Passenger)				

25		B	-	-	<p>(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded FOR FLIGHT ATTENDANT USE ONLY.</p> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable 14 CFRs are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.</p>
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25	Excess Flight Attendant Seats (Passenger)	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
25	Passenger Seats				
25	Passenger Seats (Includes all Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 3: Inoperative seats do not affect the required number of Flight Attendants.
25	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.
25		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.

25	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.
25	Armrests				
25	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.
25	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.
25	Seat Belt/Air Bag Restraint Systems				
25	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".
25	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.
25	Delethalization Pads	D	-	-	May be inoperative or missing provided affected seat is blocked and placarded DO NOT OCCUPY.
25	Storage Bin(s)/Cabin, Galley and Lavatory Storage Compartments/Closets				

25		C	-	-	<p>(M) May be inoperative provided: 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. 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: 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. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. 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	Exterior Lavatory Door Ashtrays				
25	Passenger	A	-	-	Fifty percent may be inoperative or missing provided 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 entrance door is locked closed and 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	Megaphones (Passenger)				
25		D	-	2	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Its associated placard is removed or obscured, and c) Required distribution is maintained.
25	Flashlight Holder Assemblies (Including Flashlight)	C	-	-	
25		C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.
25	Emergency Medical Equipment				
25	First Aid Kit (FAK) and/or Associated Equipment				
25		A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
25		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
25	Emergency Medical Kit (EMK) and/or Associated Equipment				

25		A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
25		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
25	Automated External Defibrillators (AED) and/or Associated Equipment				
25		A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
25		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
26	Lavatory Smoke Detection Systems				
26	Passenger				
26		C	-	-	(M)(O) For each lavatory, may be inoperative provided associated: a) Lavatory waste container is empty, b) Lavatory door is locked closed and 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	Lavatory Fire Extinguisher Systems				
26	Passenger				
26		C	-	-	May be inoperative for each lavatory provided associated lavatory smoke detection system operates normally.
26		C	-	-	(M)(O) May be inoperative for each lavatory provided associated: a) Lavatory waste container is empty, b) Lavatory door is locked closed and 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	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	Passenger				

33	With Powered Floor Proximity Emergency Escape Path Lighting System	C	-	-	Individual lights may be inoperative provided: a) Sufficient lighting remains for crew members to perform their duties, and b) For night operations beyond 60 minutes of landing at a suitable airport, at least 75% of the standby lights operate normally.
33	Passenger Information Signs (Passenger)				
33		C	-	0	(M) May be inoperative provided: a) Associated passenger seat, or lavatory is not occupied from which a Passenger Information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded – DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
33		C	-	0	(O) May be inoperative and the associated passenger seat or lavatory may be occupied provided: a) PA system operates normally and can be clearly heard throughout the cabin during flight, and b) PA system is used to alert the cabin crew and to notify passengers when seat belts should be fastened, when smoking is prohibited, and when passengers should return to seats.
33	Sterile Flight Compartment Light System				
33		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
33		D	1	0	May be inoperative provided procedures do not require its use.

33	Interior Emergency Lights	C	-	-	A random 25% of lights/signs may be inoperative provided: a) Inoperative area illumination lights are not adjacent, b) Not more than one overhead area light or exit sign at each door is inoperative, c) Cross-aisle exit signs operate normally, and d) Flight deck emergency dome light operates normally. NOTE: Lights associated with an inoperative door or slide/raft are not required.
35	Passenger Oxygen System (Chemical or Gaseous) (Passenger)	B	1	0	(O) May be inoperative provided: a) Altitude limitations comply with 14 CFR, b) Portable oxygen supplies comply with 14 CFR, c) Both air conditioning packs operate normally, d) Pressurization system operates normally, e) Both engine bleed systems operate normally, and f) Passengers are appropriately briefed.
35	Passenger Oxygen Service Units (Passenger)				
35		B	-	0	(M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, b) Associated flight attendant seat is considered inoperative, and c) Associated lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER. NOTE: This provision is not intended to prohibit lavatory inspections by crewmembers.

35		B	-	0	(O) May be inoperative provided: a) Altitude limitations comply with 14 CFR, b) Portable oxygen supplies comply with 14 CFR, c) Both air conditioning packs operate normally, d) Pressurization system operates normally, e) Both engine bleed systems operate normally, and f) Passengers are appropriately briefed.
35	Seat Modules	B	-	-	(M) May be inoperative provided associated seat is blocked and placarded to prevent occupancy.
35	Bunk Modules	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.
35	Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the airplane, b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility, and c) Location placarding for the associated inoperative bottle is removed or obscured.
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.