



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

April 11, 2022

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	ST02706SE
STC Description	Interior reconfiguration on Boeing 737-800 series airplanes in accordance with B/E Aerospace Inc. - FSI (B/E - FSI) Master Drawing List (MDL) C0FS035-D01 Revision D, dated April 8, 2021 or later Federal Aviation Administration (FAA) approved revisions.
Aircraft Model List	B737-800

Sincerely,

Jesse Henderson  
Operations Specialist,  
Aircraft Evaluation Group

## Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
23	B/E Aerospace Prerecorded Passenger Announcement System	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.
25	B/E Aerospace Megaphones  (Reference MMEL PL-132 Rev. 0)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.
	B/E Aerospace Emergency Medical Equipment  (reference MMEL PL-132 Rev. 0)				

25	B/E Aerospace First Aid Kit (FAK) and/or Associated Equipment	A	-	-	<p>(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided:</p> <p>a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit,</p> <p>b) Location placarding is removed or obscured, and</p> <p>c) Repairs or replacements are made within one flight.</p> <p>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>
25		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.
25	B/E Aerospace Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.

25	B/E Aerospace Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Reference MMEL PL-104 Rev. 7)	C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Procedures are established to secure affected bin, compartment, or closet in closed position,</li> <li>b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",</li> <li>c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and</li> <li>d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.</li> </ul> <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Proviso is not intended to preclude crewmember inspections.</p>
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25		C	-	-	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) For nonretractable doors, affected door is removed,</li> <li>b) For retractable doors, affected door is removed or secured in retracted (fully open) position,</li> <li>c) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",</li> <li>d) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed,</li> <li>e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and</li> <li>f) Passengers are briefed that affected bin, compartment, or closet is not used.</li> </ul> <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 affected bin, compartment, or closet (permanently affixed) is available for use.</p>
25	Multi Latch / Quarter-Turn Lug Installation	C	-	-	<p>One latch / lug per compartment may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Remaining latch(es) / lug(s) on affected compartments operates normally, and</li> <li>b) If affected compartment is used for a galley cart, cart remains empty.</li> </ul>
25	<p>Storage Compartment Key Locks</p> <p>(Reference MMEL PL-107 Rev. 7)</p>	D	-	0	<p>(M) May be inoperative in the unlocked position provided doors can be secured by other means.</p>

25	B/E Aerospace Passenger Seats  (Reference MMEL PL-79 Rev. 9)				
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.
	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	B/E Aerospace "FASTEN SEAT BELT WHILE SEATED" Sign or Placard (Reference MMEL PL-89 Rev. 2)	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
26	B/E Aerospace Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.  NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.
	B/E Aerospace Passenger Lighted Information Signs  (Reference MMEL PL-123 Rev.1)				

33	Passenger Lighted Information Sign “NO SMOKING / FASTEN SEAT BELT / RETURN TO SEAT” Signs				
33		C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.  NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
33		C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
38	B/E Aerospace Potable Water Systems  (Reference MMEL PL-83 Rev. 8)	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	B/E Aerospace Lavatory Waste System	C	-	-	<p>(M) Individual components may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have Leaks.</li> </ul> <p>Note: Any portion of system which operates normally may be used.</p>
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38		C	-	-	<p>(M) Associated lavatory system may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated to prevent leaks, and</li> <li>b) Associated lavatory door is secured closed and placarded, INOPERATIVE – DO NOT ENTER.</li> </ul> <p>Note: These provisions are not intended to prohibit inspections by crewmembers.</p>
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