



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

September 21, 2020

United Airlines

Dear United Airlines:

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	United Airlines
STC Number	ST09824DS
STC Description	Interior Reconfiguration in accordance with United Airlines Master Drawing List 2500DA15225 Revision 'A', dated September 23, 2019 or later FAA approved revision.
Aircraft Model List	B757-200

Sincerely,

Dale Bosselmann  
FOEB Chair,  
Aircraft Evaluation Group

## Approved STC Relief

System	Item	Category	Installed	Required	Remarks-Exceptions
23	Cabin Speakers	C	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.
23	Flight Attendant Visual Alerting System	B	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) PA system operates normally,</li> <li>b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul> <p>NOTE 1: Passenger to Attendant Call System is considered an NEF item.</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p>

23	Flight Attendant Visual Alerting System	B	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Audio alerting system operates normally,</li> <li>b) Audio alerting system differentiates between normal and emergency calls,</li> <li>c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and</li> <li>d) Alternate procedures for contacting flight attendants are established and used.</li> </ul> <p>NOTE 1: Passenger to Attendant Call System is considered an NEF item.</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p>
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23	Flight Attendant Audio Alerting System	B	-	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) PA system operates normally,</li> <li>b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul> <p>NOTE 1: Passenger to Attendant Call System is considered an NEF item.</p> <p>NOTE 2: Any audio alerting system function(s) that operates normally may be used.</p>
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23	Flight Attendant Audio Alerting System	B	-	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Visual alerting system operates normally,</li> <li>b) Visual alerting system differentiates between normal and emergency calls,</li> <li>c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and</li> <li>d) Alternate procedures for contacting flight attendants are established and used.</li> </ul> <p>NOTE 1: Passenger to Attendant Call System is considered an NEF item.</p> <p>NOTE 2: Any audio alerting system function(s) that operates normally may be used.</p>
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25	Required Flight Attendant Seats	B	-	-	<p>(M)(O) One seat position or assembly (dual position) may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected seat position or seat assembly is not occupied,</li> <li>b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s), so as to most effectively perform assigned duties,</li> <li>c) Alternate procedures are established and used as published in crewmember manuals,</li> <li>d) Folding type seat stows automatically or is secured in retracted position, and</li> <li>e) Passenger seat assigned to flight attendant is placarded FOR FLIGHT ATTENDANT ONLY.</li> </ul> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met.</p> <p>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to adjacent seat, adjacent seat must operate normally.</p>
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25	Excess Flight Attendant Seat	C	-	-	<p>(M) May be inoperative provided:</p> <p>a) Affected seat position or seat assembly is not occupied, and</p> <p>b) Folding type seat stows automatically or is secured in retracted position.</p> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p>
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25	Passenger Seats (Includes all Configurations and Locations)	D	-	-	<p>(M) May be inoperative provided:</p> <p>a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and</p> <p>b) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".</p> <p>NOTE 1: A seat with an inoperative or missing seat belt is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.</p> <p>NOTE 3: Inoperative seat(s) does not affect required number of Flight Attendants.</p>
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25	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	<p>(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.</p>
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25	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	<p>May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.</p>
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25	Underseat Baggage Restraining System	D	-	-	(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 - 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	Armrests - 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	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	FASTEN SEAT BELT WHILE SEATED Signs or Placards	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.
25	Flight Attendant Flashlight/Holder Assemblies	C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight of equivalent characteristics readily available.

33	Passenger Lighted Information Signs	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 must be blocked and placarded DO NOT OCCUPY.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
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33	Passenger Lighted Information Signs	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.
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33	Passenger Lighted Information Signs - Aural Tone System	C	1	0	
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33	Emergency Escape Path Marking System - Non-Photoluminescent Lighting System	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in Master Drawing List for applicable STC.
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35	Passenger Service Units (PSUs)	B	-	-	<p>(M) May be inoperative with no flight altitude restriction provided:</p> <ul style="list-style-type: none"> <li>a) Associated seats are blocked and placarded to prevent occupancy,</li> <li>b) Associated flight attendant seat is considered inoperative, and</li> <li>c) Associated lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER.</li> </ul> <p>NOTE: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p>
35	Portable Oxygen Dispensing Unites (Bottle and Mask)	D	-	-	<p>(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided:</p> <ul style="list-style-type: none"> <li>a) Required distribution of serviceable bottles is maintained throughout aircraft, and</li> <li>b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.</li> </ul>
38	Lavatory Waste System (Including Wheelchair Accessible Lavatories)	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 that operates normally may be used.</p>

38	Lavatory Waste System (Including Wheelchair Accessible Lavatories)	C	-	-	<p>(M) Associated lavatory system(s) 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 provisos are not intended to prohibit inspections by crewmembers.</p>
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