



Northern Avionics  
 v.le dell'Aviazione, 65  
 20138 – Milano  
 PART-145 App. IT.145.0004  
 PART-21G App. IT.21G.0041  
 PART-21J App. EASA.21J.223

# MOD DESCRIPTION BROCHURE

Ref. NAV-0572

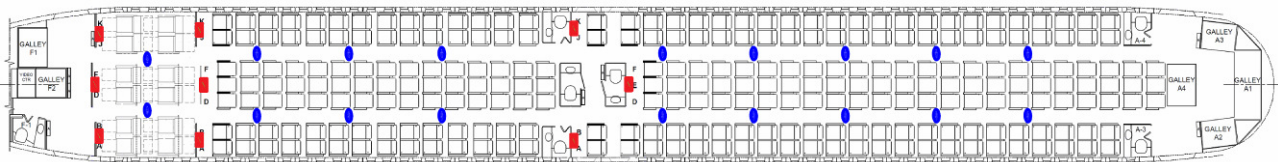
Rev.0

**PROJECT No. 01723NAV0572 Cabin Monitor installation on B767**

PROJECT TYPE		APPLICABILITY:
STC	<input checked="" type="checkbox"/> Minor Change <input type="checkbox"/>	

Scope of this STC is to provide a complete audio/video distribution over the cabin in support of Northern Avionics WAvES entertainment system or, through an appropriate audio/video converter, in support of an existing IFE system.

Basically the system is based on 17.3" touch screen monitors usable as in-seat monitors or generic cabin monitors. The below figure shows the maximum certified configuration with up to 27 cabin monitors. In-seat monitors can be also added to this configuration.



*(Wall installed monitors are shown in red; Ceiling installed monitors are shown in blue)*

Figure 1 General B767 Cabin Monitor maximum configuration

Specific monitor support brackets have been designed to fit with the different type of ceiling panels existing on classic and enhanced Boeing cabin design (refer to figure 2); bracket and shroud are also available for wall mounted monitors (refer to figure 3).

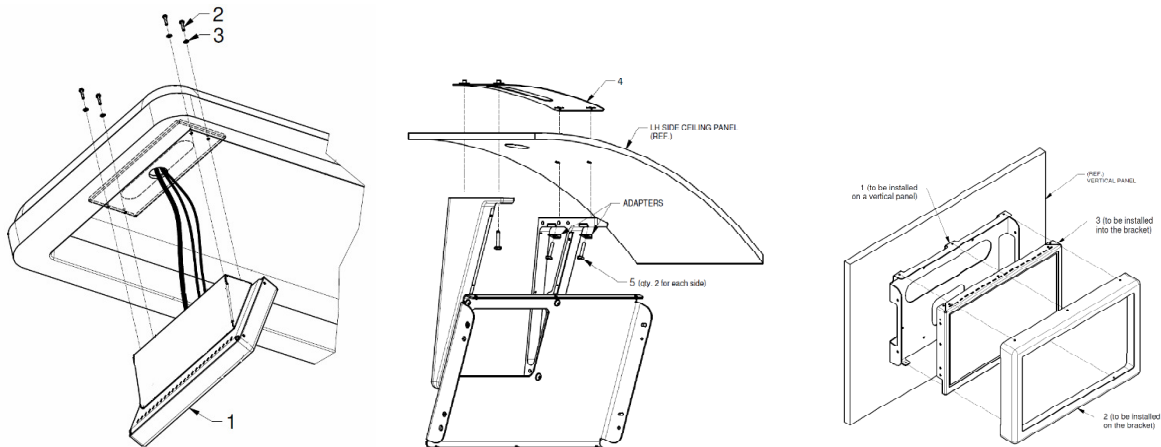


Figure 2 Installation example on "sculptured" (on the LH) or "enhanced" (in CTR) ceiling panels; on vertical walls or partitions (on the RH).



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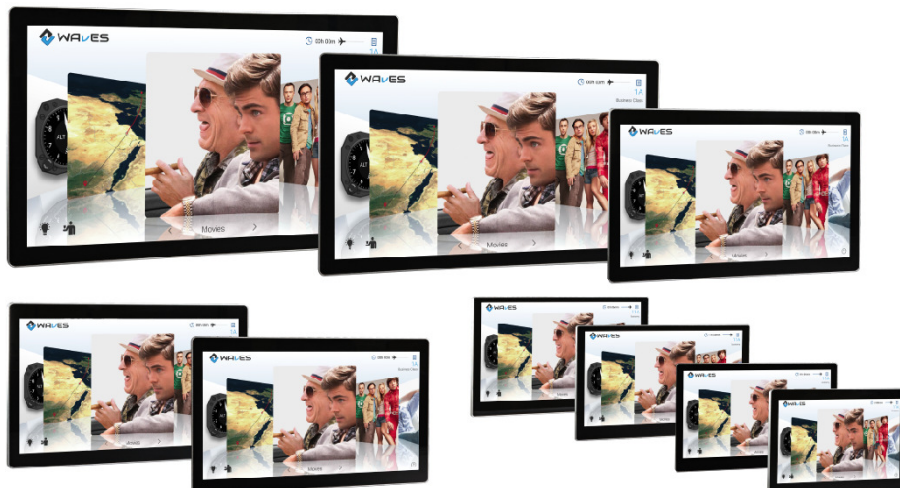
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The power to the monitors is provided by three AC/DC Converters (115VAC to 28VDC) connected to the RH Utility Bus; this bus is designed for the non-essential loads and it is automatically disconnected in case of electrical emergency, or decompression, conditions without any pilot action required.

An Ethernet network provides continuous connection for all the monitors and to grant the appropriate audio/video data speed along the entire cabin.

This Major Change, related to 17.3" monitors and applicable to B767 family, can be easily extended to different monitors size or upgraded with the new WAVES Monitor series. Applicability to different aircraft models can be evaluated.



For more information you can contact:

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## SUPPLEMENTAL TYPE CERTIFICATE

**10065670 REV. 1**

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

### **NORTHERN AVIONICS S.R.L.**

VIALE DELL' AVIAZIONE 65  
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ITALY  
EASA.21J.223

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

**Type Certificate Number:** EASA.IM.A.035

**Type Certificate Holder:** THE BOEING COMPANY

**Type:** 767

**Model:** 767-200, 767-300, 767-400ER

**Description of Design Change:**

Cabin monitor Installation on B767.

**EASA Certification Basis:**

EASA CS-25 Amdt 20.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

**Associated Technical Documentation:**

- AFM Supplement doc. NAV 0572 dated 01/03/2018;
  - MDL0572 Rev.5 (Master Document List);
  - ICA-NAV0572 Rev.0 (Instructions for Continuous Airworthiness);
- or later revisions of the above listed document approved by EASA.

See Continuation Sheet(s)

**For the European Aviation Safety Agency**

**Cologne, Germany, 22 June 2018**



Carla IORIO  
Supplemental Type Certificates & Special Projects  
Section Manager