

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number ST01118CH

This certificate issued to Carlisle Interconnect Technologies, Inc.
5300 W. Franklin Drive
Franklin, WI 53132

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations. See Page 3 of 4 for complete certification basis.

Original Product--Type Certificate Number: A16WE
Make: Boeing
Model: 737-100 Series; 737-200 Series; 737-300 Series; 737-400 Series;
737-500 Series; 737-700 Series; 737-700C Series; 737-800 Series;
737-900 Series; 737-900ER Series

Description of Type Design Change:

Installation of an Electronic Cable Specialists Laptop Stowage/Charger Assembly (Class 1 Electronic Flight Bag provisions) in accordance with Electronic Cable Specialists Master Data List, ECS-980089, Revision AG, dated October 8, 2015, FAA stamped and initialed dated October 14, 2015 or later FAA approved revision.

Limitations and Conditions:

- 1) Compatibility of this design change with previously approved modifications must be determined by the installer.
- 2) This Supplemental Type Certificate only approves the installation of the Laptop Stowage/Charger Assembly; it does not approve the use of the laptop computer. The Laptop Stowage/Charger Assembly is only intended for Class 1 EFB systems, per AC 120-76C.
- 3) FAA approved Airplane Flight Manual Supplement in accordance with Electronic Cable Specialists Document No. ECS-990429, Revision C, FAA Approved October 01, 2015 for Configurations 1 and 2; ECS-208527, Revision A, FAA Approved October 01, 2015, for Configuration 3; ECS-208805, Revision A, FAA Approved October 01, 2015 for Configuration 4; and ECS-208820, Revision A, FAA Approved October 01, 2015 for configuration 5 or later FAA approved revision, is required on board the modified aircraft.
- 4) FAA approved Instructions for Continued Airworthiness for Configurations 1, 2 and 3, Section 4, Airworthiness Limitations Electronic Cable Specialists Document No. ECS-207884, Revision L, FAA approved October 22, 2015 or later FAA approved revisions is required for this modification.
- 5) FAA approved Instructions for Continued Airworthiness for Configurations 4 and 5, Section 4, Airworthiness Limitations Electronic Cable Specialists Document No. ECS-209625, Revision G, FAA approved October 22, 2015 or later FAA approved revisions is required for this modification.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: April 10, 1998

Date reissued:

Date of issuance: October 21, 1999

Date amended: June 22, 2009; March 31, 2010; June 4, 2010; February 06, 2012; October 22, 2015



By direction of the Administrator

(Signature)

Steven L. Lardinois
Manager, Systems and Flight Test Branch
Chicago Aircraft Certification Office

Number

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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Supplemental Type Certificate
(Continuation Sheet)

ST01118CH

Date of issuance: October 21, 1999

Date Amended: June 22, 2009; March 31, 2010; June 4, 2010; February 06, 2012; October 22, 2015

Certification Basis:

The certification basis for the changed Boeing 737-100 Series; 737-200 Series; 737-300 Series; 737-400 Series; 737-500 Series; 737-700 Series; 737-700C Series; 737-800 Series; 737-900 Series; 737-900ER Series as described in this certificate is as follows:

- a. The type certification basis for the Boeing 737-100 Series; 737-200 Series; 737-300 Series; 737-400 Series; 737-500 Series; 737-700 Series; 737-700C Series; 737-800 Series; 737-900 Series; 737-900ER Series is shown on TCDS A16WE for parts not changed or not affected by this change.
- b. The certification basis for the parts changed or affected by this change since the reference date of application, April 10, 1998, is shown on TCDS A16WE. In addition, the applicant has complied with 14 CFR Part 25 as amended by Amendment 25-119 and 14 CFR Part 26 amended by Amendment 26-3.

Configuration 1:

Regulations at the latest amendment 25-0 through 25-119

25.301(a); 25.303; 25.305(a), (b); 25.307(a); 25.561(c); 25.601; 25.603; 25.605(a); 25.609; 25.611; 25.613(a); 25.625(a); 25.869(a)(4); 25.1301; 25.1309(a), (c), (g); 25.1322; 25.1351(a); 25.1353(a), (b), (d); 25.1355(a), (c); 25.1357(a), (c); 25.1381; 25.1431; 25.1529; 25.1581(a), (b).

Configurations 2 & 3:

Regulations at the latest amendment 25-0 through 25-119

25.301(a), (b); 25.303; 25.305(a), (b); 25.307(a); 25.561(c); 25.601; 25.603; 25.605(a); 25.609; 25.611; 25.613(a); 25.625(a); 25.869(a)(4); 25.981(a)(3); 25.1301; 25.1309(a), (c), (g); 25.1322; 25.1333(c); 25.1351(a); 25.1353(a), (b), (d); 25.1355(a), (c); 25.1357(a), (c); 25.1381(a), (b); 25.1431; 25.1529; 25.1581(a), (b); 25.1585(a).

Configuration 4 & 5:

Regulations at the latest amendment 25-0 through 25-119

25.29(b); 25.301(a), (b); 25.303; 25.305(a), (b); 25.307(a); 25.561 (b)(3), (c); 25.581; 25.601; 25.603; 25.605(a); 25.607; 25.609; 25.611; 25.613(a), (b); 25.619(a), (b); 25.625(a); 25.787(a); 25.789(a); 25.831(b), (c); 25.853(a); 25.863(a); 25.869(a)(1), (a)(4); 25.981(a)(3); 25.1301; 25.1309(a), (b), (c), (d), (e), (g); 25.1351(a); 25.1353(a), (b), (d); 25.1355(a), (c); 25.1357(a), (c); 25.1431; 25.1529; 25.1581(a), (b); 25.1585(a), (b).

Configuration 1, 2, 3, 4, & 5:

Regulations at the latest amendment 26-0 through 26-3

26.11(c); 26.47(c) This modification does not affect or create fatigue critical structure.

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Date of issuance : October 21, 1999

Date Amended : June 22, 2009; March 31, 2010; June 4, 2010; February 06, 2012; October 22, 2015

Limitations and Conditions (continued.):

- 6) This modification may not be installed on Boeing 737-100 Series and 737-200 Series aircraft until Electrical Wiring Interconnection System (EWIS) compliance has been shown for these aircraft models (Refer to § 26.11)
- 7) The equipment for which these provisions are intended has not been certified, additional FAA approval is required for the installation of this equipment and must be evaluated to assure satisfactory compliance with applicable airworthiness standards.
- 8) In accordance with FAA Seattle Aircraft Certification Office dated February 18, 2011 [Refer to: 140s-11-142a], this modification is FAA approved as an Alternative Method of Compliance (AMOC) to the requirements of paragraph (g)(3) of Airworthiness Directive (AD) 2008-10-10 R1.
- 9) If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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