



**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**  
**FOR A**  
**DAC INTERNATIONAL**  
**TABLET AIRCRAFT INTERFACE UNIT**  
**AS INSTALLED IN A**  
**LEARJET MODEL 60 SERIES AIRCRAFT**

**REGISTRATION NO.:** \_\_\_\_\_

**SERIAL NO.:** \_\_\_\_\_

This supplement must be attached to the basic FAA Approved Airplane Flight Manual for airplanes equipped with the DAC International Tablet Aircraft Interface Unit (TAIU) in accordance with Supplemental Type Certificate ST03996AT dated March 15, 2013. The information contained herein supplements or supersedes the information in the basic manual only in the areas listed herein. For limitations, procedures, and performance information not contained in this Supplement, consult the FAA Approved Airplane Flight Manual.

APPROVED BY *Jack L. Sledge* Date MARCH 14, 2013

Jack L. Sledge  
ODA Alternate administrator  
Atlantic Aero, Inc.  
ODA-511128-CE

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## INTRODUCTION

This alteration installs Electronic Flight Bag (EFB) provisions into the aircraft for future use by the aircraft operator once operational approval is obtained for use of the EFB.

The provisions consist of the installation of a DAC International GDC64 Tablet Aircraft Interface Unit (TAIU) that is installed in both the pilot and copilot cockpit sidewall. A USB connector is located on the aft portion of the upper surface of the pilot and copilot circuit breaker panel (Figure 1) and is identified by a placard that states "Type 2 EFB Only". This USB connector is the connection point for the EFB.

28VDC power is provided to each GDC64 unit via a circuit breaker and switch that are located in the respective pilot and copilot circuit breaker panels and identified as "TAIU 1" and "TAIU 2" (Figure 1). The switch is normally left in the "ON" position. However, power can be removed from each of the GDC64 units by placing the switch in the "OFF" position for that side.

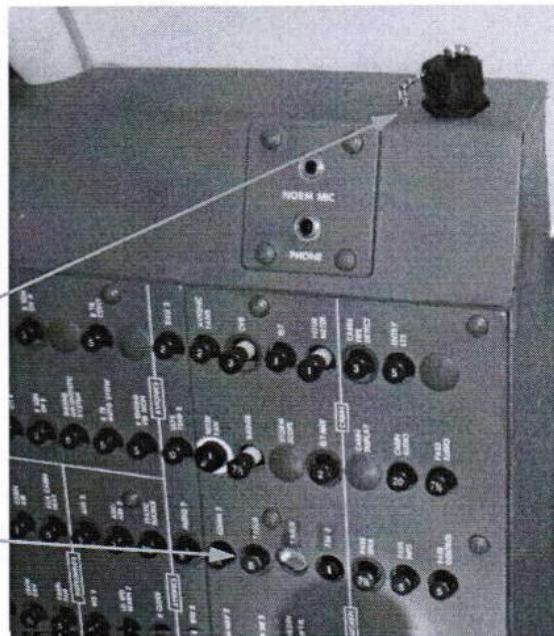
Lighting for the circuit breakers and switches is provided by the map reading lights located on the left and right cockpit sidewalls above the circuit breaker panels. Each lamp is mounted on a flexible conduit and is controlled by a rheostat switch located on the base of the assembly.

These EFB provisions provide latitude/longitude data from the aircraft Flight Management System to the EFB for the purpose of map centering of aeronautical charts. In addition, a 5 vdc source is provided through the USB connector for charging the EFB.

Figure 1 – View showing copilot circuit breaker panel and typical locations of USB connector, circuit breaker and switch.

USB Connector

Circuit breaker and switch located in Avionics area of panel (typical).



**SECTION I - LIMITATIONS**

Only a Portable Electronic Device (PED) that has been FAA approved for use in this aircraft may be connected to the EFB Provisions installed by this STC.

**SECTION II – NORMAL PROCEDURES**

1. General

Removal of the EFB

USB Connector ..... Unplug  
EFB/PED ..... Stow

**SECTION III – EMERGENCY PROCEDURES**

No Change as a result of this alteration.

**SECTION IV - ABNORMAL PROCEDURES**

1. General

Removal of power from GDC64 TAIU

Pilot or Copilot Switch ..... OFF

**SECTION V - PERFORMANCE DATA**

No Change as a result of this alteration.

**SECTION VI - WEIGHT AND BALANCE DATA**

No Change as a result of this alteration.