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EASA Approved AIRPLANE FLIGHT MANUAL SUPPLEMENT

GTX 33X and GTX 3X5 Transponders for ADS-B

Dwg. Number: 190-00734-16 Rev. 1

This Supplement is Applicable to the Following Manuals:

190-00734-15

This Supplement must be attached to the FAA Approved STC Airplane Flight Manual Supplement when the GARMIN GTX 33X or GTX 3X5 transponder is installed in accordance with STC SA01714WI. The information contained herein supplements the information of the STC Airplane Flight Manual Supplement. For Limitations, Procedures, and Performance information not contained in this Supplement consult the basic Pilot's Operating Handbook, FAA Approved Airplane Flight Manual and the FAA Approved STC Airplane Flight Manual Supplement.

Airplane Serial Number: F17201983

Airplane Registration Number: OY-BNH

Signed By: _____

For Manager, Seattle Aircraft Certification Office
Federal Aviation Administration

Date: 02/08/2017

EASA Approval No. 10060873

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Log of Revisions

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GTX 33X and GTX 3X5 Transponders for ADS-B

REV NO.	PAGE NO(S)	DESCRIPTION	DATE OF APPROVAL	EASA APPROVED
1	ALL	Original Issue	02.08.2017	EASA Approval No 10060873 Signed by Ed Kolano Seattle ACO

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Section 1. - General

The information in this supplement is EASA-approved material and must be attached to the FAA Approved STC Airplane Flight Manual Supplement, (P/N: 190-00734-15) when the airplane has been modified by installation of the GARMIN GTX 33X or GTX 3X5 Transponder in accordance with STC SA01714WI.
This EASA approved Airplane Flight Manual Supplement is required in addition to the FAA approved Airplane Flight Manual Supplement, (P/N: 190-00734-15).

The GTX 33X (GTX 33/330/33D/330D) meets the requirements in CS-ACNS for ADS-B (Automatic Dependent Surveillance-Broadcast) and ELS.

The GTX 3X5 (GTX 335/335R/345/345R) meets the requirements in CS-ACNS for ADS-B (Automatic Dependent Surveillance-Broadcast) and ELS.

Section 2. - Limitations

2.1 Portable Electronic Devices
Bluetooth functionality in Class IV aircraft is not approved under this STC and must be disabled. Additional approval is required to enable Bluetooth functionality for this class of aircraft.
The Connext interface and data provided by the GTX to a PED is not approved to replace required aircraft equipment. The data presented on the PED may not have the required integrity to be used as the sole source of information to base tactical or strategic decision making.
Use of the Connext interface during critical phases of flight by the pilot flying is prohibited.

Section 3. – Emergency Procedures

No Change

Section 4. – Normal Procedures

No Change

Section 5. - Performance

No Change

Section 6. – Weight and Balance

No Change

Section 7. – Systems Description

No Change