

SUPPLEMENTS**NOTE**

The supplemental data contained in this section is for equipment that was delivered on the airplane including standard optional equipment that was available, whether it was installed or not. Airplane Flight Manual Supplements for equipment for which the vendor obtained a Supplemental Type Certificate were included as loose equipment with the airplane at the time of delivery. These and other Airplane Flight Manual Supplements for other equipment that was installed after the airplane was delivered new from the factory should be placed in this section.

Beech Bonanza A36
Section IX

Raytheon Aircraft

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**CAA APPROVED CHANGE SHEETS & SUPPLEMENTS
FOR EMBODIMENT IN THIS MANUAL**

DATE	ORIGIN AND TITLE	APPROVAL AUTHORITY	POSITION IN MANUAL
1/10/85	CAA CS 1 issue 1. Airspeeds for safe operation.	C.A.A.	Facing Page 4-3
16/9/92	CAA CS 3 iss 1 SUP P/N 36-590002-55 Reduced external noise.	C.A.A.	Supplement 36-590002-55 facing page 12
6/1/93	CAA CS 4 iss 1 Operation in accordance with Supplement P/N 36-590002-55.	C.A.A.	Supplement 36-590002-55 facing page 2
6/1/93	CAA CS 5 iss 1. Take-off safety speed and distance.	C.A.A.	Supplement 36-590002-43 facing page 5.
26/3/02	CAA CS 6 iss 1 to SUP GARMIN GNS430 VHF Communications Transceiver/VOR/ILS Receiver/GPS Receiver.	C.A.A.	Supplement 190-00140-04 facing page 1.
1/10/85	CAA Sup 1 iss 1 Limitations Autopilot.	C.A.A.	Opposite Page 2-3
8/9/05	Supplement:- Pool Aviation Low Voltage Indicator/Sensor.	C.A.A.	Opposite page 3-10.
12/9/05	Pool Aviation Weight & Centre of Gravity Schedule.	C.A.A.	Opposite page 6-6.



Raytheon Aircraft Company

LOG OF SUPPLEMENTS

Model A36

**Pilot's Operating Handbook
and
FAA Approved Airplane Flight Manual**

P/N 36-590002-37

September, 2003

FAA Supplement must be in the airplane for all flight operations when subject equipment is installed.

PART NUMBER	SUBJECT	REV NO.	DATE
*33-590009-19	Collins ANS-351 Area Navigation System	1	12/78
*35-590118-13	King KN-74 Area Navigation System	3	12/78
*35-590118-43	King KNS-80 Integrated Navigation System	1	12/78
36-590002-41	Air Conditioning System	1	4/84
*36-590002-43	Operation of United Kingdom Registered Aircraft	1	4/89
36-590002-47	Full Flap Warning Horn System		12/90
36-590002-49	Landing Gear Warning Light System		12/90
36-590002-51	Low Throttle Landing Gear Retract Prevention, Gear Warning System		12/90

Log Of Supplements (Cont'd)
36-590002-37
September, 2003

PART NUMBER	SUBJECT	REV NO.	DATE
*36-590002-53	Bendix/King KLN-88 Multi-Chain Loran Navigation System		10/90
*36-590002-55	A36 Bonanza Modified for Reduced External Noise	1	11/91
*36-590002-57	Four Position Flap Indicator		4/91
36-590002-59	Dual Garmin GNS 430 or Garmin GNS 530 & Garmin GNS 430 VHF Communications Transceivers/VOR/ILS Receivers/GPS Receivers with Garmin Course Deviation Indicator with Mid-Continent Instruments GPS Annunciator Control Unit with PS Engineering PMA7000M-S Audio Panel with BF Goodrich WX-500 Weather Mapping Sensor with Shadin F/ADC 200 or 200+ Fuel/Air Data Computer when used with Allied Signal KFC 225 Automatic Flight Control System	1	08/00
36-590002-0061	Honeywell KMH880 Multi-Hazard Awareness System with the Honeywell KMD 550 Multi-Function Display and Mid-Continent Instrument Company MD41-1208 Terrain Awareness Annunciator Control Unit		01/03

Log Of Supplements (Cont'd)
36-590002-37
September, 2003

PART NUMBER	SUBJECT	REV NO.	DATE
36-590002-0063	Honeywell KMH880 Multi-Hazard Awareness System with the Mid-Continent Instrument Company MD41-1208 Terrain Awareness Annunciator Control Unit		03/03
36-590002-0065	Dual Garmin GNS 430 or Garmin GNS 530 & Garmin GNS 430 VHF Communications Transceivers/VOR/ILS Receivers/GPS Receivers with Garmin Course Deviation Indicator with Mid-Continent Instruments GPS Annunciator Control Unit with PS Engineering PMA7000B-Series Audio Panel with BF Goodrich WX-500 Weather Mapping Sensor with Shadin F/ADC 200 or 200+ Fuel/Air Data Computer when used with Allied Signal KFC 225 Automatic Flight Control System	1	09/03
36-590003-11	King KNS-81 Integrated Navigation System	2	10/83
36-590006-9	Electrothermal Propeller Deice (28-Volt)	2	4/84
36-590006-21	Standby Generator Power System (28-Volt)		10/83
36-590006-23	Standby Instrument Air Pressure System	2	2/86
36-590006-25	Deleted		

Log Of Supplements (Cont'd)
36-590002-37
September, 2003

PART NUMBER	SUBJECT	REV NO.	DATE
58-590000-49	Inside Cabin Door Handle With Open/Closed Placard		12/90
58-590000-55	ARTEX ELT 110-4-002 With Remote Cockpit Switch	1	12/99
HPA36-2	Hartzell 3-Bladed Propeller per STC SA00719LA		12/31/98 or later
FMS410-1	B&C Specialty Products BC410-1 Standby Alternator System per STC SA00724WI and STC SE00729WI	A	4/2/03 or later
**006-00838-0000	Bendix/King KLN 90B GPS Navigation System per STC SA00242WI-D	A	8/21/98 or later
**006-00861-0000	Bendix/King KFC 225 Automatic Flight Control System per STC SA00667WI-D	A	1/20/99 or later

NOTE: Supplements applicable to equipment other than that installed may, at the discretion of the owner/operator, be removed from the manual.

** Supplements marked with an asterisk will not be supplied with handbooks sold through Authorized Raytheon Outlets due to their limited applicability. If a document is required for your airplane, please order the document through normal channels.*

*** Supplements marked with a double asterisk will not be supplied with manuals sold through Authorized Raytheon Aircraft Outlets. If a document is required for your airplane, order through the applicable STC system manufacturer.*

BEECHCRAFT BONANZA A36 LANDPLANES
(SERIALS E-1946, E-2104, E-2111 AND AFTER)

PILOT'S OPERATING HANDBOOK
SUPPLEMENT

FOR

OPERATION OF UNITED KINGDOM
REGISTERED AIRCRAFT

THIS SUPPLEMENT IS APPLICABLE TO
PILOT'S OPERATING HANDBOOK AND
FAA APPROVED AIRPLANE FLIGHT MANUAL
P/N 36-590002-37

Airplane Serial Number: E2788

Airplane Registration Number: G-F022

Revised: April, 1989
P/N 36-590002-43

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SYSTEMS DESCRIPTION	Page 10
HANDLING, SERVICING, AND MAINTENANCE	Page 10

GENERAL

This document must be attached to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when operating on the United Kingdom Register. The contents are in addition to, or override, the contents of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

LIMITATIONS

CERTIFICATION CATEGORY

The BEECHCRAFT Bonanza A36 is eligible for certification in the United Kingdom in the Transport Category (Passenger). This particular aeroplane may, however, be restricted to another category and a particular use, and this will be stated in the Certificate of Airworthiness.

PERFORMANCE

When certified in the Transport Category (Passenger), the aeroplane is classified in Performance Group E. For the purpose of establishing compliance with the Air Navigation Performance Group E Regulations, the Performance

Revised: April, 1989
P/N 36-590002-43

Data in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, Beech Part No. 36-590002-37, except as modified by this supplement, is to be used.

CRUISE

For the purpose of compliance with legislation governing flight over water, the true airspeed to be assumed is 160 knots.

MAXIMUM PASSENGER SEATING CONFIGURATION

The total number of persons carried shall not exceed six, nor exceed the number for which seating accommodations approved for use during takeoff and landing is provided. Children under the age of three years who are carried in the arms of passengers may be left out of account for this purpose.

MINIMUM CREW

The minimum crew is one pilot.

KINDS OF OPERATION LIMITS

The aeroplane shall not be flown at night or in IFR conditions unless the required equipment is carried, and it is permitted by the Air Navigation Legislation.

All flights in icing conditions are prohibited.

AUTOMATIC FLIGHT CONTROL SYSTEM

When an autopilot is installed in the aeroplane, the flight manual shall contain the appropriate approved airplane flight manual supplement.

KING KFC 200

An autopilot shall not be engaged when the aeroplane is flying at a height less than 1,000 feet above the terrain, except when coupled to an ILS glide slope, it shall not remain engaged when the aeroplane is flying at a height of less than 320 feet above the terrain.

EMERGENCY PROCEDURES

No Change

NORMAL PROCEDURES

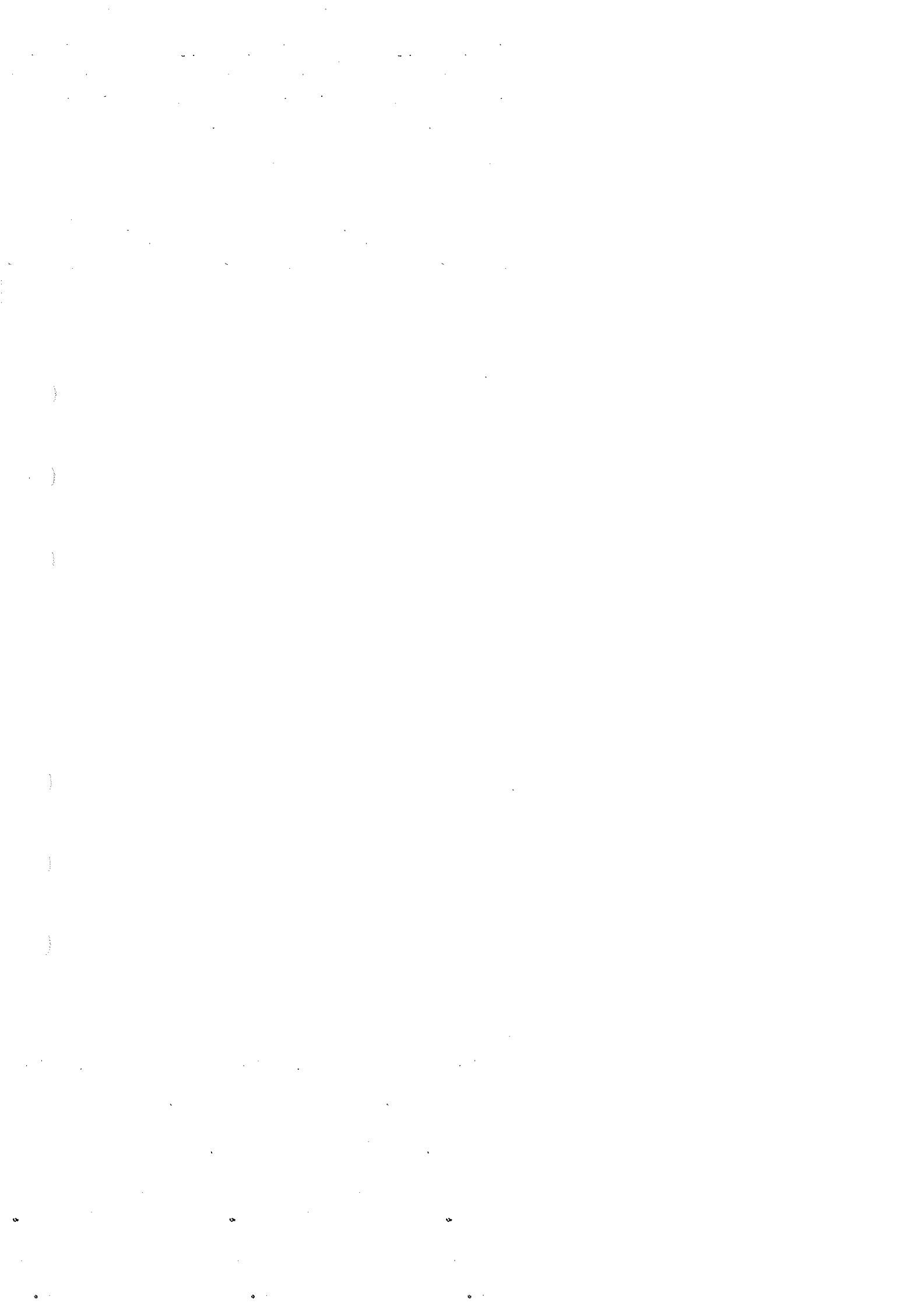
FLAPLESS LANDING

- Manoeuvre to final approach, maintain 90 KIAS. Extend landing gear. Maintain this speed down to the 50-foot height point.

PERFORMANCE

TAKEOFF

- The total distances shown on the Normal Take-off Distance graph should be increased 20% for operation on short dry grass with a firm subsoil.



CIVIL AVIATION AUTHORITY
ADDITIONAL LIMITATIONS AND INFORMATION FOR
UNITED KINGDOM CERTIFICATION

CAA Change Sheet 5 Issue 1 to the Beechcraft Pilot's Operating Handbook P/N 36-590002-37

BEECHCRAFT Constructor's Registration
A36 Serial No. E-2988 Mark G-1022



The limitations and information contained herein either supplement or, in the case of conflict, override those in the Pilot's Operating Handbook.

TAKE-OFF SAFETY SPEED AND DISTANCE

The following text replaces that under this heading in Supplement P/N 36-590002-43

"For Flaps Up take-offs at weights below 3000lb the airspeed at 50 feet should be 78 knots IAS and the distance to 50 feet height must be assumed to be not less than the distance appropriate to 3000lb. The distance must also be factored as required by the previous paragraph if the take-off is to be made on short, dry grass."

To be inserted in Supplement P/N 36-590002-43 facing page 5 and the CAA revisions record sheet amended accordingly.

CAA Change Sheet 5
Issue 1

Page 1 of 1

CAA Approved
6 January 1993

TAKE-OFF SAFETY SPEED AND DISTANCE

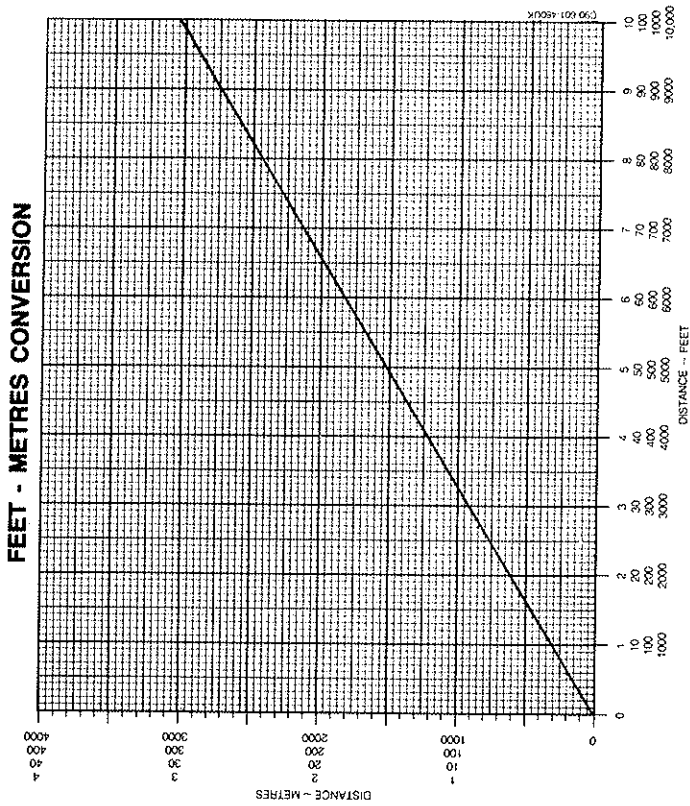
At weights below 3,000 lbs the airspeed at 50 feet should be 78 knots IAS and the distance to 50 feet height must be assumed to be not less than the distance appropriate to 3,000 lbs. The distance must also be factored as required by the previous paragraph if the take-off is to be made on short, dry grass.

LANDING

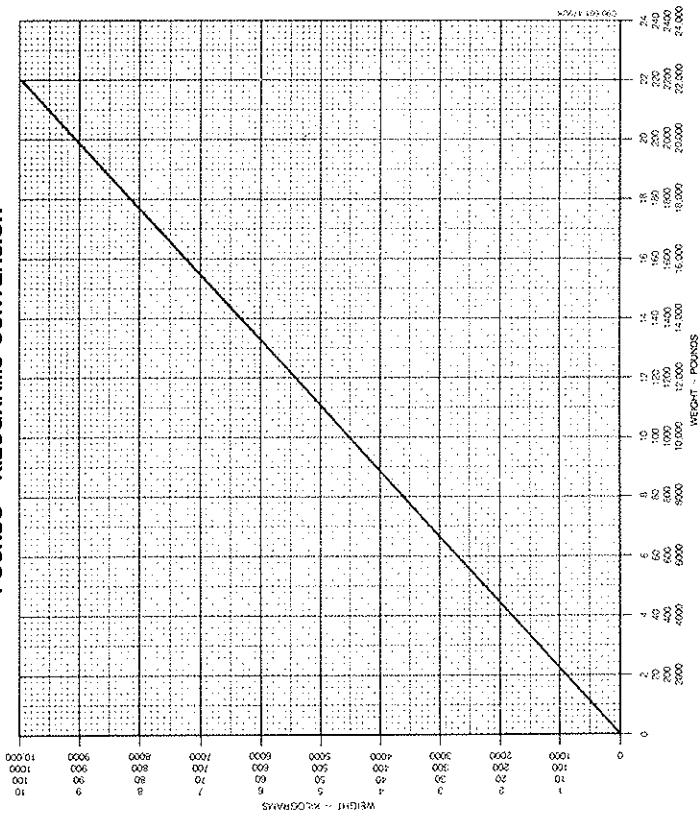
The total distances shown on the Normal Landing Distance graph should be increased 20% for operation on short dry grass with a firm subsoil.

LANDING WITH FLAPS RETRACTED

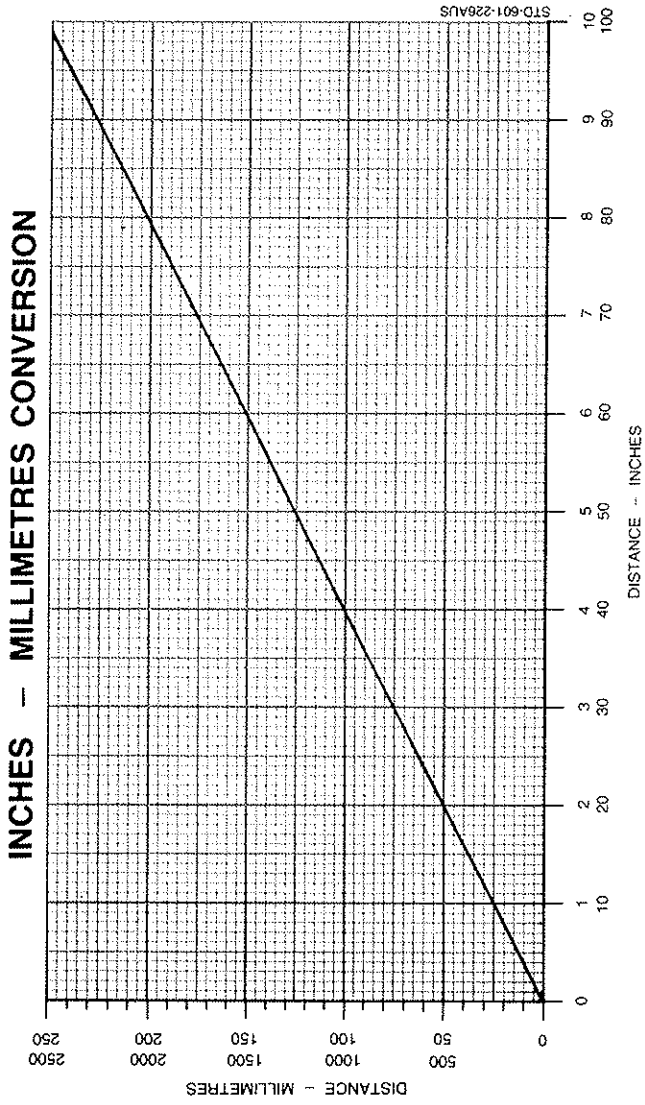
When approaching to land with wing flaps retracted, a final approach speed of 90 knots IAS is recommended. The resulting landing distance from a height of 50 feet must be assumed to be 35% greater than the normal landing distance given in the Performance Section of the Pilot's Operating Handbook.



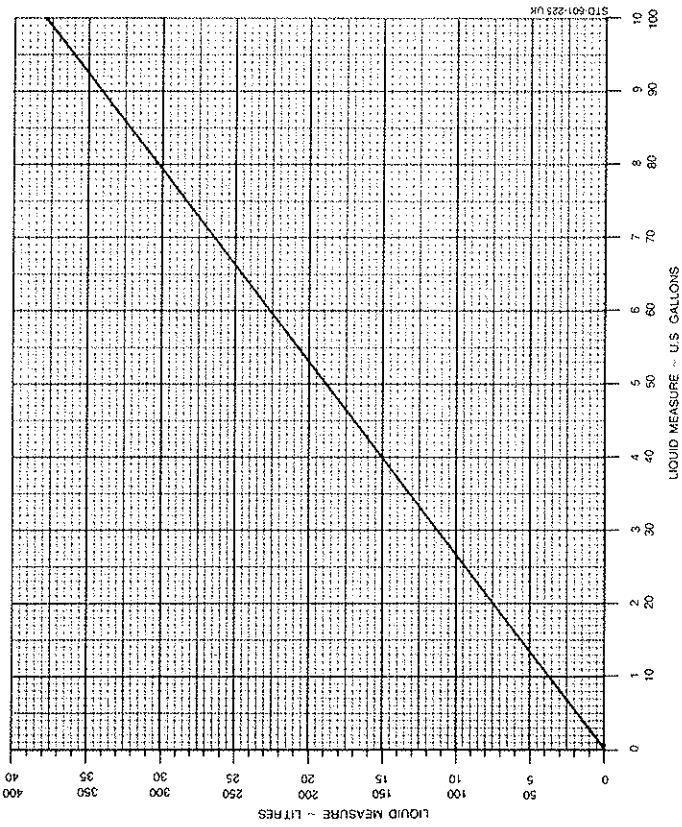
POUNDS - KILOGRAMS CONVERSION



Revised: April, 1989
P/N 36-590002-43



U.S. GALLONS - LITRES CONVERSION



Revised: April, 1989
P/N 36-590002-43

WEIGHT & BALANCE

No Change

SYSTEMS DESCRIPTION

No Change

HANDLING, SERVICE, AND MAINTENANCE

No Change

**BEEHCRAFT Bonanza
Model A36 Landplane**

**Pilot's Operating Handbook
and
FAA Approved Airplane Flight Manual Supplement**

**for the

A36 Bonanza
Modified for
Reduced External Noise**

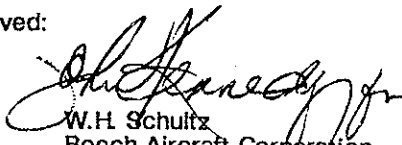
This Supplement is applicable to:

Pilot's Operating Handbook
and
FAA Approved Airplane Flight Manual
P/N 36-590002-37

Airplane Serial Number: *E2788*

Airplane Registration Number: *N 3455F*

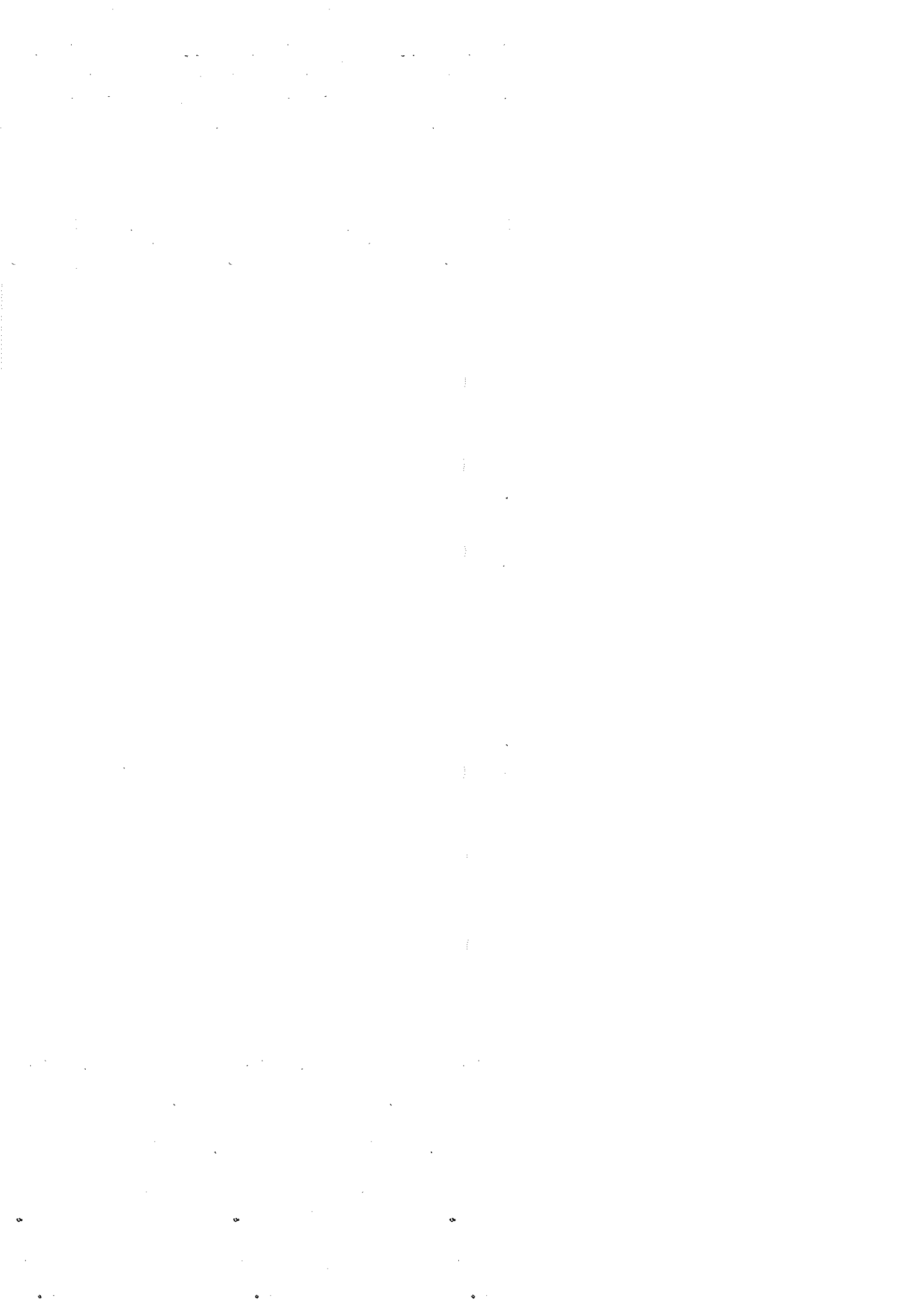
FAA Approved:


W.H. Schultz
Beech Aircraft Corporation
DOA CE-2

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FAA Approved
Issued: April, 1991
P/N 36-590002-55

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CIVIL AVIATION AUTHORITY
ADDITIONAL LIMITATIONS AND INFORMATION FOR
UNITED KINGDOM CERTIFICATION

CAA Change Sheet 4 Issue 1 to the Beechcraft Pilot's Operating Handbook P/N 36-590002-37

BEECHCRAFT	Constructor's	Registration
A36	Serial No. E-2788	Mark G-1022



The limitations and information contained herein either supplement or, in the case of conflict, override those in the Pilot's Operating Handbook.

OPERATION IN ACCORDANCE WITH SUPPLEMENT
P/N 36-590002-55

Supplement P/N 36-590002-43 for Operation of United Kingdom Registered Aircraft is applicable to aircraft modified in accordance with this Supplement except as follows:-

PERFORMANCE

Corrections to data required by Supplement P/N 36-590002-43, for the standard aircraft, are to be applied, instead, to the data shown in Supplement P/N 36-590002-55.

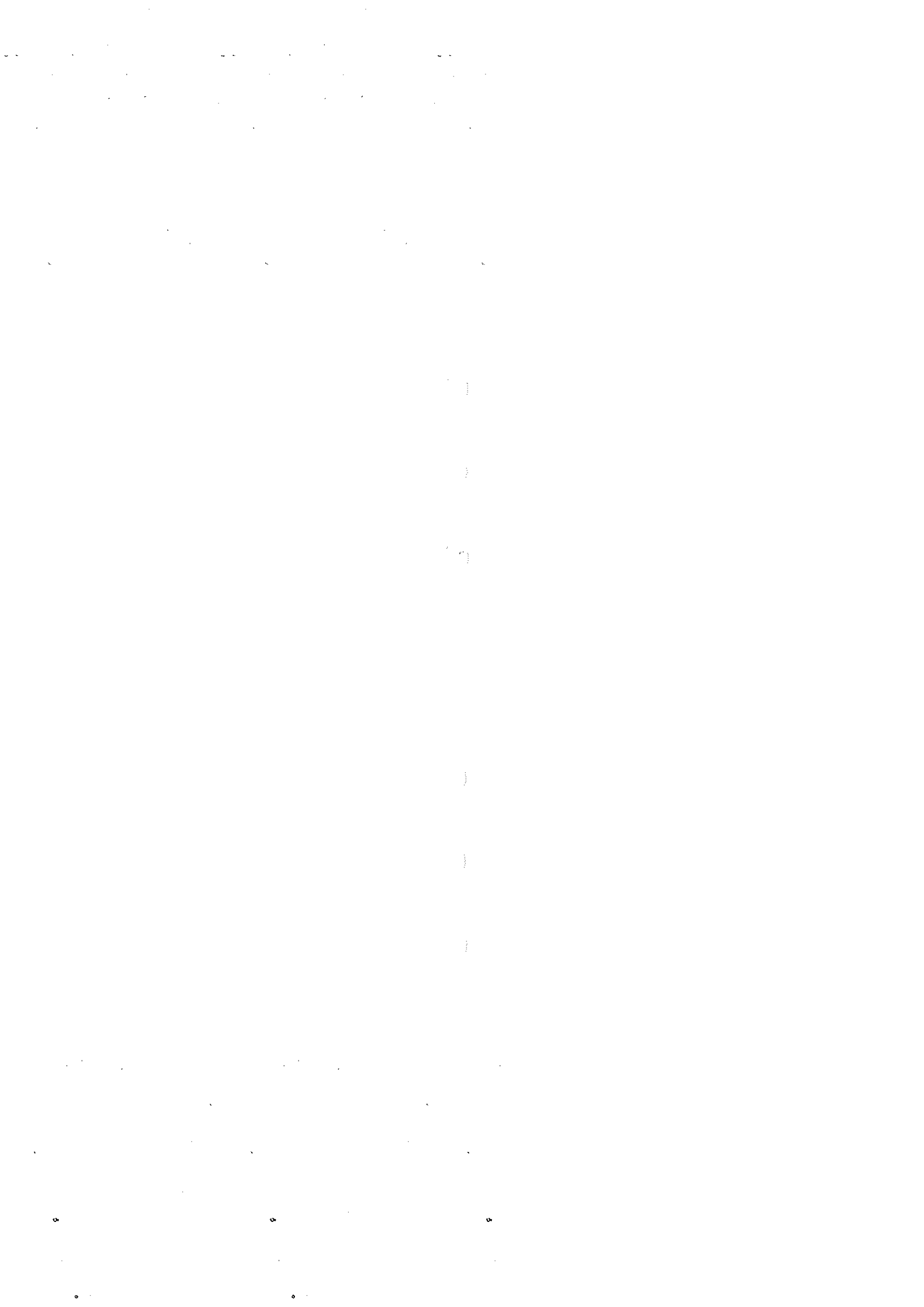
To be inserted in Supplement P/N 36-590002-55 facing page 2 and the CAA revisions record sheet amended accordingly.

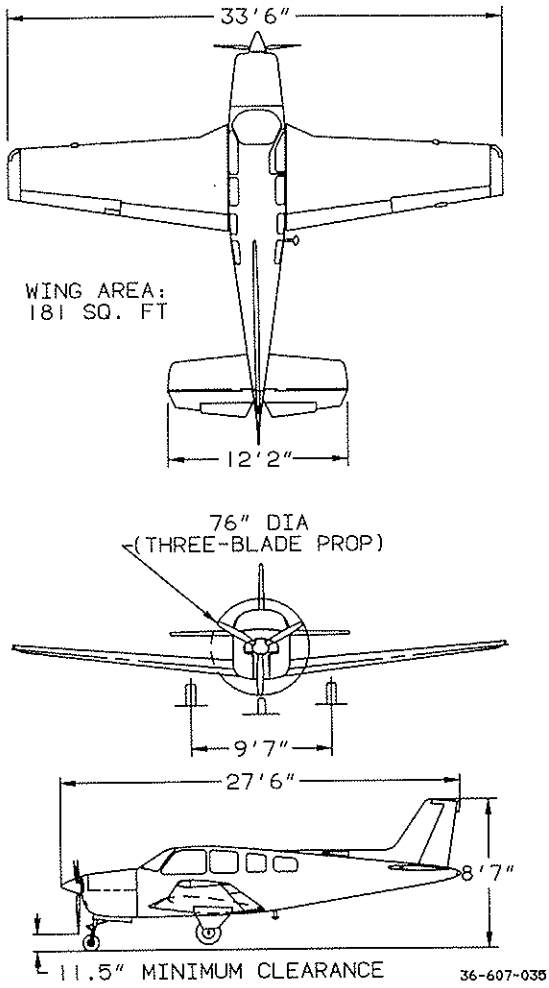
GENERAL.....Page 2
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EMERGENCY PROCEDURESPage 7
NORMAL PROCEDURESPage 8
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HANDLING, SERVICING, AND
MAINTENANCE.....Page 18

GENERAL

The information in this supplement is FAA approved material and must be attached to the *Pilot's Operating Handbook and FAA Approved Airplane Flight Manual* when the airplane has been modified for reduced external noise in accordance with Beech FAA approved data.

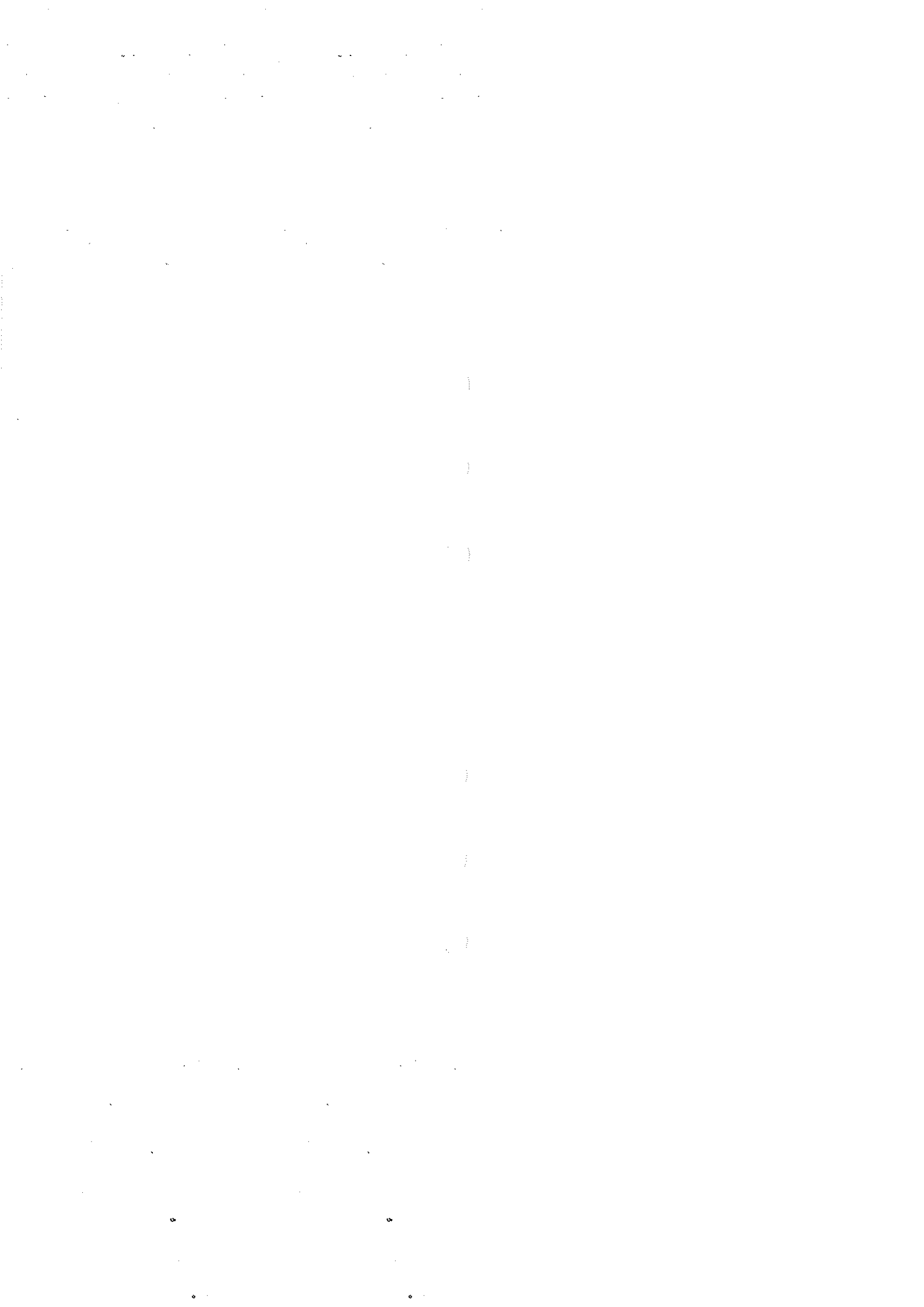
The information in this supplement supersedes or adds to the basic *Pilot's Operating Handbook and FAA Approved Airplane Flight Manual* only as set forth within this document. Users of the manual are advised always to refer to the supplement for possibly superseding information and placarding applicable to operation of the airplane.





THREE VIEW

FAA Approved
 Issued: April, 1991
 P/N 36-590002-55



ENGINE

The A36 Bonanza, modified for reduced external noise, is powered by one Teledyne Continental Motors Corporation engine model IO-550-B, fuel-injected, direct drive, air-cooled, horizontally opposed, 6-cylinder, 550-cubic-inch displacement, rated at 300 horsepower, but limited to 290 horsepower by reducing engine speed to 2550 rpm.

Take-Off and Maximum
Continuous Power.....Full Throttle, 2550 rpm

PROPELLER

The A36 Bonanza, modified for reduced external noise, is equipped with a Hartzell constant-speed three-blade propeller using a PHC-C3YF-IRF hub with Hartzell F7663-2R blades. The pitch settings at the 30-inch propeller blade station are: Low, 17.5° ± .1°; High, 33.0° ± 1°. The propeller diameter is: Maximum, 76 inches; Minimum, 75.5 inches.

MAXIMUM CERTIFICATED WEIGHTS

Maximum Ramp Weight3613 lbs
Maximum Take-off Weight3600 lbs
Maximum Landing Weight.....3600 lbs
Maximum Zero Fuel Weight.....No Structural Limitation
Maximum Weight in
Baggage Compartment(See LIMITATIONS Section)

SPECIFIC LOADINGS

Wing Loading at Maximum
Take-off Weight.....19.9 lbs/sq ft
Power Loading at Maximum
Take-off Weight12.4 lbs/hp

FAA Approved
Issued: April, 1991
P/N 36-590002-55



LIMITATIONS

ENGINE

The A36 Bonanza, modified for reduced external noise, is powered by one Teledyne Continental Motors Corporation engine model IO-550-B, fuel-injected, direct drive, air-cooled, horizontally opposed, 6-cylinder, 550-cubic-inch displacement, rated at 300 horsepower, but limited to 290 horsepower by reducing engine speed to 2550 rpm.

OPERATING LIMITATIONS

Take-off and Maximum
Continuous Power.....Full Throttle, 2550 rpm

PROPELLER SPECIFICATIONS

The A36 Bonanza, modified for reduced external noise, is equipped with a Hartzell constant-speed three-blade propeller using a PHC-C3YF-IRF hub with Hartzell F7663-2R blades. The pitch settings at the 30-inch propeller blade station are: Low, $17.5^{\circ} \pm .1^{\circ}$; High, $33.0^{\circ} \pm 1^{\circ}$. The propeller diameter is: Maximum, 76 inches; Minimum, 75.5 inches.

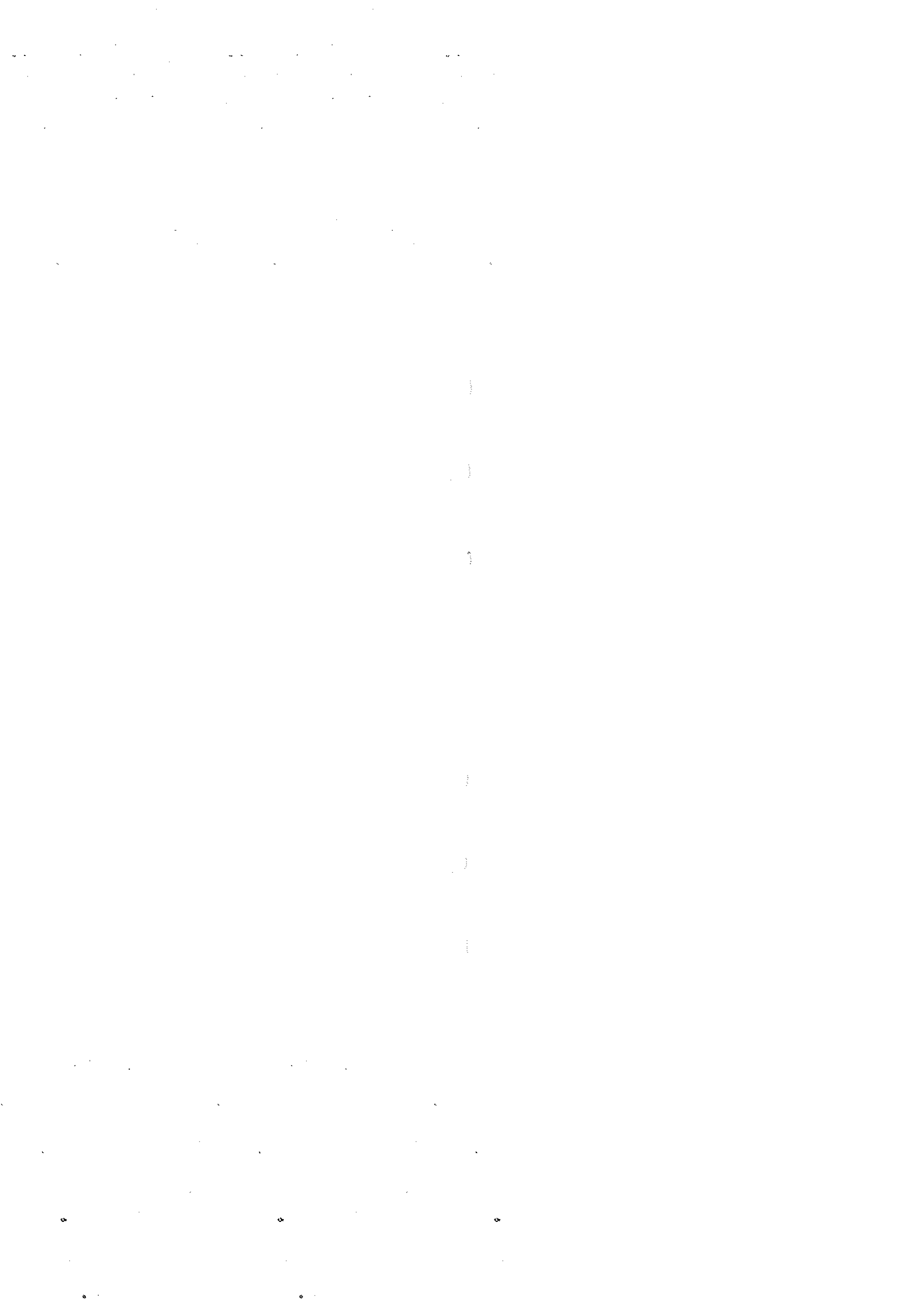
TACHOMETER

Operating Range (Green Arc)2000 to 2550 rpm
Maximum (Red Radial).....2550 rpm

WEIGHT LIMITS

Maximum Ramp Weight3613 lbs
Maximum Take-off Weight3600 lbs
Maximum Landing Weight3600 lbs
Maximum Zero Fuel Weight.....No Structural Limitation
Maximum Weights in Baggage Compartments:
 Between Spars200 lbs

FAA Approved
Issued: April, 1991
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Floor Structural Load Limits:

Between Spars.....50 lbs per sq ft

Rear Spar to Sta. 170400 lbs

Floor Structure Load Limit:

Rear Spar to Sta. 170100 lbs per sq ft

Aft Compartment (Sta. 170 to Sta. 190)70 lbs

CENTER OF GRAVITY LIMITS (LANDING GEAR EXTENDED)

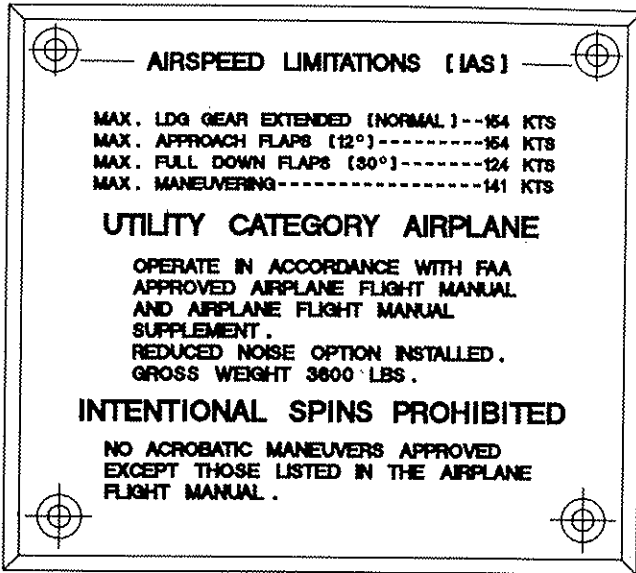
FORWARD LIMITS

74.0 inches aft of datum to 3100 pounds with straight line variation to 80.4 inches at 3600 pounds.



REQUIRED PLACARDS

ON LEFT SIDE PANEL (AIRSPEED VALUES ARE IAS):



36-016-073

EMERGENCY PROCEDURES

No Change.

FAA Approved
Issued: April, 1991
P/N 36-590002-55



NORMAL PROCEDURES

AIRSPEDS FOR SAFE OPERATION (3600 POUNDS)

All airspeeds quoted in this section are indicated airspeeds (IAS) and assume zero instrument error.

Maximum Demonstrated Crosswind Component.....17 Kts
Take-off Speeds

Flaps UP (0°)

Rotation.....72 Kts

50-ft83 Kts

Flaps APPROACH

Rotation.....67 Kts

50-ft77 Kts

Best Angle-of-Climb (V_X).....*84 Kts

Best Rate-of-Climb (V_Y).....*100 Kts

Climb at Maximum Continuous Power.....105 Kts

Cruise Climb110 Kts

Maximum Turbulent Air Penetration141 Kts

Landing Approach

Flaps DOWN (30°).....80 Kts

Flaps UP (0°).....90 Kts

Balked Landing Climb.....*80 Kts

** Approved as long as engine temperatures remain in normal operating range.*

TAKEOFF

Take-Off Power - Full Throttle, 2550 rpm

Minimum Recommended Oil Temperature - 24°C

1. Power - FULL THROTTLE, (Propeller - High rpm, Mixture - FULL RICH)

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2. Brakes - RELEASE
3. Instruments - CHECK (make final check of manifold pressure, fuel flow, rpm and oil pressure at the start of take-off run.)
4. Airspeed - ACCELERATE TO AND MAINTAIN TAKE-OFF SPEEDS
5. Landing Gear - RETRACT (when positive rate of climb is established)
6. Airspeed - ESTABLISH DESIRED CLIMB SPEED (when clear of obstacles)

CLIMB

Maximum Continuous Power; Mixture Full Rich, Full Throttle - 2550 rpm

Cruise Climb Power; Mixture Full Rich, Full Throttle - 2500 rpm

1. Mixture - FULL RICH
2. Cowl Flaps - AS REQUIRED
3. Power - SET
4. Engine Temperatures - MONITOR
5. Auxiliary Fuel Pump - OFF. If engine roughness, fuel flow fluctuations or low fuel flow occur - LO and manually lean to the following fuel flow schedule:



**MANUAL LEANING FUEL FLOW SCHEDULE
FOR FULL THROTTLE AT
2,550 RPM OR 2,500 RPM**

PRESSURE ALTITUDE (feet)	FUEL FLOW (gph)
SL	24.0
2000	22.5
4000	21.0
6000	19.5
8000	17.5
10,000	16.0
12,000	14.5
14,000	13.0
16,000	12.0

BT02714

CAUTION

Engine roughness, fuel flow fluctuation or low fuel flow can occur when climbing on hot days. These can be eliminated by switching the auxiliary fuel pump from OFF to LO and manually leaning to the preceding fuel flow schedule.

Return the mixture control to FULL RICH before switching the auxiliary fuel pump back to OFF.



NOTE

With the mixture control in the FULL RICH position, the engine-driven altitude compensating fuel pump will automatically lean engine mixture. i.e. As the airplane climbs with the mixture control in the FULL RICH position, the pump will automatically reduce the fuel flow with increasing altitude.

NOTE

The OAT gage will indicate a warmer than actual temperature during high power climbs at speeds below 100 KIAS.

BALKED LANDING

1. Throttle - FULL THROTTLE, 2550 rpm
2. Airspeed - 80 KTS until clear of obstacles, then trim to normal climb speed
3. Flaps - UP (0°)
4. Landing Gear - RETRACT
5. Cowl Flaps - OPEN

NOISE CHARACTERISTICS

Approach to and departure from an airport should be made so as to avoid prolonged flight at low altitude near noise-sensitive areas. Avoidance of noise-sensitive areas, if practical, is preferable to overflight at relatively low altitudes.

For VFR operations over outdoor assemblies of persons, recreational and park areas, and other noise-sensitive areas, pilot's should make every effort to fly not less than 2000 feet above the surface, weather permitting, even though flight at a lower level may be consistent with the provisions of government regulations.

FAA Approved
Issued: April, 1991
P/N 36-590002-55





**CIVIL AVIATION AUTHORITY
ADDITIONAL LIMITATIONS AND INFORMATION FOR
UNITED KINGDOM CERTIFICATION**



CAA Change Sheet 3 Issue 1 to the Beechcraft Pilot's Operating Handbook
P/N 36-59002-37.

Beechcraft
A36

Constructor's
Serial No. E-2788

Registration
Mark G-FUZZ

The limitations and information contained herein either supplement or, in the case of conflict, override those in the Pilot's Operating Handbook.

NOISE CHARACTERISTICS

The Beech A36 when modified for reduced external noise in accordance with this supplement has been found to be compliant with the relevant section of BCAR Section N (equivalent to the standards of ICAO Annex 16, Volume 1, Chapter 10).

The certified noise level of this aeroplane is 79.3 dBA.

No determination has been made by the Civil Aviation Authority that the noise levels of this aeroplane are or should be acceptable or unacceptable for operations at, into or out of any airport.

To be inserted in the Pilot's Operating Handbook facing page 13 of Beechcraft Supplement P/N 36-59002-55 and the CAA revision record sheet amended accordingly.

NOTE

The preceding recommended procedures do not apply where they would conflict with Air Traffic Control clearances or instructions or where in the pilot's judgement, an altitude of less than 2000 feet is necessary to adequately exercise his duty to see and avoid other airplanes.

Take-off sound level established in compliance with FAR 36 is 76.9 dB(A)

Flyover sound level established in accordance with FAR 36 is 71.9 dB(A)

NOTE

Flyover sound level is not FAA Approved. No determination has been made by the Federal Aviation Administration that the sound level of this airplane is or should be acceptable or unacceptable for operation at, into, or out of any airport.



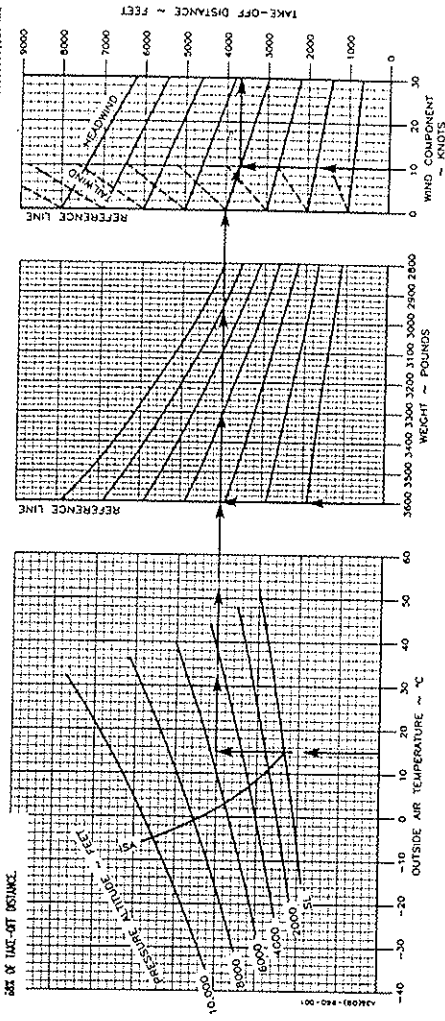
PERFORMANCE

TAKE-OFF DISTANCE - FLAPS UP OVER 50-FT OBSTACLE

ASSOCIATED CONDITIONS:
 POWER TAKE-OFF POWER SET BEFORE BRAKE RELEASE
 Mixture FULL RICH
 Flaps UP
 Landing Gear RETRACT AFTER POSITIVE
 CLRB ESTABLISHED
 Core Flaps OPEN
 Runway PAVED, LEVEL, DRY SURFACE
 NOTE: GROUND ROLL DISTANCE IS APPROXIMATELY
 5% OF TAKE-OFF DISTANCE.

WEIGHT ~ POUNDS	TAKE-OFF SPEEDS	
	ROTATION ~ KNOTS	50 FEET ~ KNOTS
3400	72	83
3400	71	82
3300	70	80
3000	68	78
2800	65	75

EXAMPLE:
 Alt 15°C
 Pressure Altitude 5633 FT
 Take-off Weight 3400 LBS
 Headwind Component 10 KTS
 Take-off Distance 3477 FT
 Take-off Speed At 50 FT 72 KTS
 Rotation 83 KTS



FAA Approved
 Issued: April, 1991
 P/N 36-59002-55

