
Type Acceptance Report

TAR 3/21B/30 – Revision 2

Beech 33/35/36 Debonair/Bonanza Series

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1. INTRODUCTION	1
2. AIRCRAFT CERTIFICATION DETAILS	2
3. APPLICATION DETAILS AND BACKGROUND INFORMATION	6
4. NZCAR §21.43 DATA REQUIREMENTS	8
5. NEW ZEALAND OPERATIONAL RULE COMPLIANCE	14
ATTACHMENTS	15
APPENDIX 1 – NZ TYPE ACCEPTANCE HISTORY	15
APPENDIX 2 – THREE-VIEW DRAWING	16

Executive Summary

New Zealand Type Acceptance has been granted to the Beech 33/35/36 Debonair and Bonanza Series based on validation of FAA Type Certificate number 3A15. There are no special requirements for import.

Applicability is currently limited to the Models and/or serial numbers detailed in Section 2, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.191, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.) Additional variants or serial numbers approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of NZCAR §21.43(c).

NOTE: The information in this report was correct as at the date of issue. The report is generally only updated when an application is received to revise the Type Acceptance Certificate. For details on the current type certificate holder and any specific technical data, refer to the latest revision of the State-of-Design Type Certificate Data Sheet referenced herein.

1. Introduction

This report details the basis on which Type Acceptance Certificate No. 3/21B/30 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically the report aims to:

- (a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and
- (b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and
- (c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

The report notes the status of all models included under the State-of-Design type certificate which have been granted type acceptance in New Zealand, which are listed in Section 2. Appendix 1 details the type acceptance history under CAR Part 21B and which models were certificated prior to that under NZCAR Section B.9 and are now type accepted under the transitional arrangements of Part 21 Appendix A(c).

2. Aircraft Certification Details

(a) State-of-Design Type and Production Certificates:

Manufacturer: Textron Aviation Inc.
(from 12 October 2016 [serial number E-4082 and up])

Beechcraft Corporation
(from April 12, 2013 [serial number E-3996 thru 4070])

Hawker Beechcraft Corporation
(from March 26, 2007 [serial number E-3769 thru 3995])

Raytheon Aircraft Company
(from April 15, 1996 [S/N E-3010 thru 3768, EA-587 on])

Beech Aircraft Company

Type Certificate: 3A15
Issued by: Federal Aviation Administration

Production Approval: PC8 (up to serial number TH-2442)
PC4 (Serial number TH-2443 and on)

(b) Models Covered by the Part 21B Type Acceptance Certificate:

(i) **Models:** 35-33, 35-A33, 35-B33, 35-C33, 35-C33A

MCTOW: 2900 lb. (Model 35-33)
3000 lb. (Models 35-A33, 35-B33)
3050 lb. (Model 35-C33)
3300 lb. (Model 35-C33A)

Max. No. of Seats: 4 or 5

Noise Standard: Not Applicable

Engine: Continental IO-470-J or -K
FAA Type Certificate: 3E1

Continental IO-520-B, -BA (Model 35-C33A)
FAA Type Certificate: E5CE

Propeller: Hartzell BHC-92ZF-1D1/8447
FAA Type Certificate: P-892

McCauley 2A36C23/84B-0 (Model 35-B33)
FAA Type Certificate: P-880

(ii) Models:	E33, E33A, E33C, F33, F33A, F33C, G33
MCTOW:	3050 lb. (Models E33, F33) 3300 lb. (Models E33A, E33C, G33) 3400 lb. (Models F33A, F33C)
Max. No. of Seats:	4 or 5 or 6
Noise Standard:	FAR Part 36 through Amendment 36-10 (F33A s/n CE-891 and after and F33C s/n CJ-156 and after)
Engine:	Continental IO-470-K or -N (Models E33, F33, G33) FAA Type Certificate: 3E1 Continental IO-520-B or -BA or -BB (Models E/F33A/C) FAA Type Certificate: E5CE
Propeller:	McCaughey 2A36C23/84B-0 FAA Type Certificate: P-880 McCaughey 3A32C76/82NB-2 FAA Type Certificate: P21EA Hartzell PHC-A3VF-4/V8433-2R or PHC-C3YF-1RF/F8468A-6R FAA Type Certificate: P6EA
(iii) Models:	H35, J35, K35, M35, N35, P35, S35
MCTOW:	2900 lb. (Models H35, J35) 2950 lb. (Models K35, M35) 3125 lb. (Model N35, P35) 3300 lb. (Model S35)
Max. No. of Seats:	4 or 5 or 6
Noise Standard:	Not Applicable
Engine:	Continental O-470-G (Model H35) FAA Type Certificate: E-273 Continental IO-470-C (Model J35, K35, M35) Continental IO-470-N (Model N35, P35) FAA Type Certificate: 3E1 Continental IO-520-B or -BA (Model S35) FAA Type Certificate: E5CE
Propeller:	Beech 278-100/278-208-84 or 278-100-7/278-214-82 FAA Type Certificate: P-882

- (vi) **Models:** V35, V35A, V35B
- MCTOW: 3400 lb.
- Max. No. of Seats: 4 or 5 or 6
- Noise Standard: FAR Part 36 through Amendment 36-10
(V35B s/n D-10313 and after)
- Engine:** Continental IO-520-B, -BA, -BB
Type Certificate: E5CE
Issued by: Federal Aviation Administration
- Continental TSIO-520-D (STC SA1035WE) – TC Versions
Type Certificate: E8CE
Issued by: Federal Aviation Administration
- Propeller:** McCauley 2A36C23/84B-0
Type Certificate: P-880
Issued by: Federal Aviation Administration
- McCauley 3A32C76/82NB-2
Type Certificate: P21EA
Issued by: Federal Aviation Administration
- (vii) **Models:** A36TC, B36TC
- MCTOW: 3650 lb. (Model A36TC)
3850 lb. (Model B36TC)
- Max. No. of Seats: 4 or 5 or 6
- Noise Standard: FAR Part 36 through Amendment 36-10
- Engine:** Continental TSIO-520-U or -UB
Type Certificate: E8CE
Issued by: Federal Aviation Administration
- Propeller:** McCauley 2A36C23/84B-0
Type Certificate: P-880
Issued by: Federal Aviation Administration
- McCauley 3A32C76/82NB-2
Type Certificate: P21EA
Issued by: Federal Aviation Administration

(viii) Models:	36, A36, G36
MCTOW:	3600 lb. [1968-1983] 3650 lb. [1984-2005]
Max. No. of Seats:	6
Noise Standard:	FAR Part 36 through Amendment 36-10 (s/n E-1609 through E-2581) FAR Part 36 through Amendment 36-18 (s/n E-2581 through E-3635, except E-3630)
Engine:	Continental IO-520-B or -BA or -BB (up to 1983) Type Certificate: E5CE Issued by: Federal Aviation Administration Continental IO-550-B (1984 onwards) Type Certificate: E3SO Issued by: Federal Aviation Administration
Propeller:	McCaughey 2A36C23/84B-0 Type Certificate: P-880 Issued by: Federal Aviation Administration McCaughey 3A32C76/82NB-2 Type Certificate: P21EA Issued by: Federal Aviation Administration McCaughey D3A34C444/78MLA-0 (Model G36) Type Certificate: P47GL Issued by: Federal Aviation Administration Hartzell PHC-C3YF-1RF/F8468A(B,K)-6R (A36, G36) [Installed under STC No. SA00719LA] Type Certificate: P25EA Issued by: Federal Aviation Administration

- Notes: 1. Refer to FAA TCDS Number 3A16 for specific applicability of engine and propeller combinations and options to individual aircraft models.
2. Refer to Advisory Circular 21-1 Appendix 2 for the New Zealand type acceptance status of any engines and propellers listed above.

3. Application Details and Background Information

There have been examples of the Beech Bonanza in New Zealand prior to 1995 when Part 21 was introduced, and those particular model years or serial number ranges were therefore deemed to have a type acceptance certificate under the transitional arrangements of Part 21 Appendix A(c). The first application for New Zealand type acceptance under Part 21B was for the Models F33A/C, from the importer Dr Ralph Saxe dated 14 March 2003. The first-of-type example was serial number CE-956, registered ZK-EDS. The Beech Bonanza Series is a retractable low-wing six-cylinder piston-engine powered all-metal light aeroplane with 4-6 seats.

Type Acceptance Certificate No.3/21B/30 was granted on 30 May 2003 to the Beech Models F33A and F33C Bonanza based on validation of FAA Type Certificate 3A15. There are no special requirements for import into New Zealand.

The Model 35 Bonanza was first introduced in 1947 a high performance business aircraft with a six-cylinder engine and retractable undercarriage. Its most distinctive feature was a unique V-tail empennage arrangement. Another unusual feature was that the control wheel and rudder pedals are interconnected by a system of bungee cords that assist in keeping the airplane in coordinated flight during turns.

The Bonanza was subsequently developed with a series of minor improvements and power increases in the versions A35 through to V35 (not all letters were used), with the final production variant being the V35B which was phased out in 1982. (Note the Model 35, and A35 through G35 were approved under FAA Type Certificate A-771.) An extra side window had been fitted to the Model F35 onwards. In 1968 Beech introduced the Model A36 Bonanza, which was a Model E33A with 10-inch fuselage stretch and fourth side window. This version remained in continuous production, until superseded by the G36 variant with Garmin G1000 EFIS in 2006.

In 1959 Beech had introduced the Model 35-33 Debonair, which was essentially the Bonanza with a conventional tail, but with a more utilitarian interior aimed at a lower price-bracket. This was also similarly developed in a succession of variants through to the 35-C33, and then subsequently Model D33 through F33. Over the years the standard of equipment and trim was raised to match that of the Model 35, and it was re-branded to use the Bonanza name. The F33A/C introduced for the 1970 Model year were identical to the previous Model 35-C33A except for minor changes to the instrument sub-panel, glareshield, interior upholstery, and rear window shape. Electroluminescent lighting was adopted and gross weight increased 100 lb. The F33C is the version certificated for aerobatic flight, with a stronger tail, jettisonable cabin door and positive-pressure fuel pump. The F33 became the definitive version which was manufactured up to 1994.

There has been one previous example of the Model 35-C33A Debonair on the NZ register, serial number CE-167 registered ZK-MEC in July 1987. The first of nine examples of the later straight-tail Bonanza, the Model A36, was serial number E-515 registered ZK-DUL in February 1974. There has been one example of the V35, serial number D-8220 registered ZK-DDG in November 1970, and two of the V35B, the first of which was serial number D-9224 registered ZK-EDJ in December 1974.

This report was raised to Revision 1 to include the later A36 serial number range. The opportunity was taken to update to the latest Type Acceptance Report format. The first-of-type example was serial number E-2490, registered ZK-PVA. Type Acceptance was granted on 10 December 2014.

Revision 2 of this report was issued to add the Model V35A. The application was from the importer's maintenance provider and the first-of-type example was serial number D-8978 registered ZK-RMZ. Based on access given to the publications for all Textron aircraft the opportunity was taken to add all the other models not already validated under type certificate 3A15. Type Acceptance was granted on 17 April 2025.

4. NZCAR §21.43 Data Requirements

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents, or were already held by the CAA:

(1) State-of-Design Type certificate:

FAA Type Certificate Number 3A15

FAA Type Certificate Data Sheet no. 3A15 at Revision 99 dated Oct 26, 2022

- Model H35 Bonanza approved December 1, 1956
- Model J35 Bonanza approved November 13, 1957
- Model K35 Bonanza approved October 29, 1958
- Model M35 Bonanza approved October 2, 1959
- Model 35-33 Debonair approved November 13, 1959
- Model N35 Bonanza approved November 3, 1960
- Model 35-A33 Debonair approved November 3, 1960
- Model 35-B33 Debonair approved October 3, 1961
- Model P35 Bonanza approved October 20, 1961
- Model S35 Bonanza approved January 3, 1964
- Model 35-C33 Debonair approved December 2, 1964
- Model V35 Bonanza approved 22 October, 1965
- Model 35-C33A Debonair approved 20 January 1966
- Model V35A Bonanza approved October 6, 1967
- Model E33 Bonanza approved October 10, 1967
- Model E33A Bonanza approved October 10, 1967
- Model 36 Bonanza approved May 1, 1968
- Model E33C Bonanza approved September 9, 1968
- Model F33 Bonanza approved October 24, 1969
- Model A36 Bonanza approved October 24, 1969
- Model V35B Bonanza approved October 24, 1969
- Models F33A and F33C Debonair approved October 24, 1969
- Model G33 Bonanza approved March 17, 1971
- Model A36TC Bonanza approved December 7, 1978
- Model B36TC Bonanza approved January 15, 1982
- Model G36 Bonanza approved November 2, 2005

(2) Airworthiness design requirements:

(i) *Airworthiness Design Standards:*

The certification basis of the Beech Model 35/33/36 Series is Part 3 of the Civil Air Regulations as amended to May 15, 1956, and Amendment 3-8. This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41, because CAR 3 is the predecessor of FAR 23, which is the basic standard for Normal Category Airplanes called up under Part 21 Appendix C and Advisory Circular 21-1A. There are no non-compliances, and no additional special conditions have been prescribed by the Director under §21.23.

For the Garmin G1000 installation in the Model G36 the certification basis was upgraded to specified FAR Part 23 paragraphs, as listed on the TCDS.

(ii) Special Conditions:

Model G36:

The Garmin AT STC SA01595SE to install the G1000 included HIRF Special Condition number 23-172-SC.

(iii) Equivalent Level of Safety Findings:

FAA Letter Equivalent Safety Finding CAR 3.663 and 3.757 – The ASI is marked in indicated in lieu of calibrated airspeed. The AFM must present both values and placards which present airspeeds to meet certification requirements and be consistent with the ASI markings.

FAA Letter Equivalent Safety Finding CAR 3.387 – The LHS window intrudes into the 19" x 26" ellipse slightly in 4 places. This was accepted because the opening area is still the same; the aircraft has no more than six seats; there have been no in-service problems reported from 18,000 airplanes, and timed egress from a compliant-size RHS window by 2 persons showed no difference.

(iv) Airworthiness Limitations:

Nil.

(3) Aircraft Noise and Engine Emission Standards:

(i) Environmental Standard:

The Model 33/35/36 produced versions after 1980 have been certificated for noise under FAR Part 36, with the Amendment status depending on the model and date of manufacture.

(ii) Compliance Listing:

From AFM: Flyover Noise level for Model F33 s/n CE-891 and CJ-156 on:
 2-blade propeller using MNOP – 76.6 dB(A)
 3-blade propeller – 77.3 dB(A)

From AFM: Flyover Noise level for Model A36 s/n E-1609 on:
 2-blade propeller using MNOP – 77.4 dB(A)
 3-blade propeller – 78.2 dB(A)

From AFM: Flyover Noise level for Model A36 s/n E-1946 on: 76.7 dB(A)

(4) Certification Compliance Listing:

Beech 35 (Report 167): Calculated Performance Based on Wind Tunnel Data

Model 35 Series Drawing List

Structural Analysis Reports:

Report 49-22 (Model S35): Basic Loads and Stress Analysis for the Model S35

Report 49-23 (Model V35): 1966 Bonanza (V35)

Report 49-24 (Model V35A): 1968 Bonanza (V35A)

Report 49-25 (Model V35B): 1970 Bonanza (Model V35B)

Report 49-983 (Model S35): Static Tests of the S35 Fuselage and Tail Surfaces

Report 49-985 (S35): Static Test of Aft Fuselage with Extended Baggage Door
Report 49-986 (Model S35): Ground Resonance Survey and Flutter Checks-
Model S35 with Optional Large Baggage Door

Report 846: FAA Flight-Test Report for Model S35 at Gross Weight of 3300 lb.

Ground & Flight Inspection Report: ACA 283-Part I & 2 (Model K35)
Ground & Flight Inspection Report: ACA 283-Part I & 2 (Model J35)

Type Inspection Report V35B
Type Inspection Report V35

Model 35-33 Structural Analysis Reports:
Report 69-1: Basic Load and Stress Analysis
Report 69-900: Static Test of Vertical Tail
Report 69-901: Static Test of Horizontal Tail
Report 69-902: Static Test of Aft Fuselage for Tail Loads
Report 69-903: Ground Vibration and Flutter Checks
Report 69-905: Elevator / Rudder Control Systems Proof and Operation Tests
Report 69-906: Static Test of the Aluminium Aileron

Model 35-A33 Report:
Structural Analysis Report 69-4: Basic Loads and Stress Analysis

Beech Aerodynamic Report 873: Type Inspection Report No. 35-33-14 for the
Model 35-C33 at 3050 Pounds (Model: C33)

Model 35-C33 Structural Analysis Report 69-7: 1965 Debonair (35-C33)
Model 35-C33A Structural Analysis Report 69-10: Basic Loads and Stress
Analysis for the Model C33A
Model 35-C33A Flight Test Report 16: Basic FAA Approval at 3400 Pounds GW

Beech Aerodynamic Report 474: FAA Flight-Test Report No. 35-33-4 on the
Model A33 at a Gross Weight of 3000 Pounds

Model C33A Flight Test Report 14: Substantiating Data for the Owner's Manual

Model E33 Structural Analysis Report 69-12: Model E33 Bonanza (1968)
Model E33A Structural Analysis Report: Report 69-13: Model E33A Bonanza

Flight Test Report 211: Type Inspection Report Model E33A Bonanza
FAA Approval of the Model E33 Bonanza (Flight Test Report 213)

Beech Letter Ref. 901-199 dated 21 January 1969 – 1970 Model Changes
Beech Drawing 33-000015 – Aircraft General Assembly Model F33A

Beech DOA Statement of Compliance – Models F33, F33A, F33C, V35B and A36

Structural Analysis Report 82-1 – Basic Loads and Stress Analysis Model 36
Structural Analysis Report 82-3 – General Summary for Models 36/A36
Structural Test Report 82-900 – Static Test of the Model 36

Electrical Load Analysis (A36, V35B, F33A and F33C) (Report No. 35E133)

(5) Flight Manual:

Debonair 35-33 Pilots Operating Handbook (P/N 33-590000-15) – CAA Accepted as AIR 3522

Debonair 35-A33 and 35-B33 Pilots Operating Handbook (P/N 33-590000-17) – CAA Accepted as AIR 3523

Debonair C33; Bonanza E33, Bonanza F33 Pilots Operating Handbook (P/N 33-590002-9) – CAA Accepted as AIR 3524

Debonair C33A; Bonanza E33A and E33C Pilots Operating Handbook (P/N 33-590003-7) – CAA Accepted as AIR 3525

Bonanza F33A (s/n CE-674 and after), F33C Acrobatic (s/n CJ-129 and after) Pilots Operating Handbook – P/N 33-590009-13 – CAA Accepted as AIR 2830

Bonanza F33A/F33C Pilots Operating Handbook (P/N 33-590009-15) (Serials CE-290 thru CE-673, CJ-26 thru CJ-128) – CAA Accepted as AIR 3526

Bonanza G33 Pilots Operating Manual – includes 33-590027-1 Airplane Flight Manual (P/N 33-590027-3) – CAA Accepted as AIR 3527

Bonanza H35 Pilots Operating Handbook (P/N 35-590073-15) – CAA Accepted as AIR 3528

Bonanza J35 Pilots Operating Handbook (P/N 35-590079-5) – CAA Accepted as AIR 3529

Bonanza K35/M35 Pilots Operating Handbook (P/N 35-590086-3) – CAA Accepted as AIR 3530

Bonanza N35/P35 Pilots Operating Handbook (P/N 35-590094-7) – CAA Accepted as AIR 3531

Bonanza S35 Pilots Operating Handbook (P/N 35-590110-11) – CAA Accepted as AIR 3532

Bonanza V35-TC Owners Manual (with Flight Manual and Pilot Checklist) (P/N 35-590113-11) – CAA Accepted as AIR 3533

Bonanza V35A-TC Owners Manual (with Flight Manual and Pilot Checklist) (P/N 35-590116-7) – CAA Accepted as AIR 3534

Bonanza V35B-TC Pilots Operating Manual (with Flight Manual, Owners Manual and Pilot Checklist) (P/N 35-590118-21) – CAA Accepted as AIR 3535

Bonanza V35B Pilots Operating Handbook (P/N 35-590118-29) – CAA Accepted as AIR 3536

Bonanza V35, V35A (D-7977 thru D-9068) V35B (D-9069 thru D-9947) Pilots Operating Handbook (P/N 35-590118-31) – CAA Accepted as AIR 2088

Bonanza A36TC Pilots Operating Handbook (P/N 36-590003-3) (Serials EA-1 thru EA-272 except EA-242) – CAA Accepted as AIR 3537

Bonanza B36TC Pilot's Operating Handbook (P/N 36-590006-3) – (Serials EA-242, EA-273 thru E-388 except EA-320) – CAA Accepted as AIR 3538

Bonanza B36TC Pilots Operating Handbook (P/N 36-590006-19) – (Serials EA-320, EA-389 and on) – CAA Accepted as AIR 3996

Bonanza 36/A36 Pilots Operating Handbook & FAA Approved Airplane Flight Manual (P/N 36-590002-19) (E-1 thru E-926) – CAA Accepted as AIR 2612

Bonanza A36 Pilots Operating Handbook (E-927 thru E-2110, except E-1946, E-2104) (P/N 36-590002-17) – CAA Accepted as AIR 3997

Bonanza A36 Pilots Operating Handbook (E-1946, E-2104, E-2111 thru E-3629, E-3631 thru E-3635) (P/N 36-590002-37) – CAA Accepted as AIR 3299

Bonanza G36 Pilots Operating Handbook (P/N 36-590002-71) (Serials E-3630, E-3636 thru E-4146, except E-4021) – CAA Accepted as AIR 3998

Bonanza G36 Pilots Operating Handbook & FAA Approved Flight Manual (P/N 36-590002-0101) (Serials E-4021, E-4147 on) – CAA Accepted as AIR 3999

(6) Operating Data for Aircraft:

(i) *Maintenance Manual:*

P/N 58-590001-11 Baron and Bonanza Series Structural Inspection and Repair Manual – Bonanza Series, Baron 55 Series, Baron 58 Series

P/N 36-590001-9 Bonanza Maintenance Manual V35B (D-10097, D-10120 and after), F33A (CE-748, CE-772 and after), F33C (CJ-149 and after), A36 (E-1111, E-1241 thru E-3635, except E-3630), A36TC (EA-11 thru EA-272, except -242), B36TC (EA-242, EA-273 and after), G36 (E-3630, E-3636 and after)

P/N 33-590011-1 Model 33 Series Shop Manual (Debonair 33 Series CD-I thru CD-1118, CE-I thru CE-179; Bonanza 33 Series CD-1119 thru CD-1304, CE-180 thru CE-771 except CE-748 CJ-I thru CJ-148) [Must be used in conjunction with P/N 35-590096.]

P/N 35-59096 Model 35 Shop Manual (D-1 thru D-10119 except D-10097)

P/N 36-590001-3 Model 36 Series Shop Manual (36 (E-1 thru E-184), A36 (E-185 thru E-1240, except E-1111), A36TC (EA-1 thru EA-10)

P/N 35-590102-7 33/35/A36 Wiring Diagram Manual (14 Volt System) – F33A (CE-613 thru CE-771 except CE-748), F33C (CJ-105 thru CJ-148), V35B (D-9818 thru D-10119 except D-10097), A36 (E-710, E-763 thru E-1240 except E-1111)

P/N 35-590102-9 33/36 Wiring Diagram Manual – F33A, F33C, V35B, A36, A36TC, B36TC

P/N 35-590102-11 A36/B36TC Wiring Diagram Manual – Electrical – A36 (E-1946, E-2104, E-2111 and after), B36TC (EA-320, EA-389 and after)

P/N 36-590001-13 G36 Wiring Diagram Manual – G36 (E-3630, E-3636 and after)

P/N 36-590001-15 G36 Wiring Diagram Manual – Avionics – G36 (E-3630, E-3636 and after)

(ii) Current service Information:

Service Bulletins and Service Letters available on the website

(iii) Illustrated Parts Catalogue:

P/N 33-590011-3 33 thru E33A Illustrated Parts Catalog – 33/A33 (CD-1 thru CD-387), B33 (CD-388 thru CD-813), C33 (CD-814 thru CD-1118), E33 (CD-1119 thru CD-1234), C33A (CE-1 thru CE-179), E33A (CE-180 thru CE-289)

P/N 36-590001-1 36 Series Illustrated Parts Catalog – 36 (E-1 thru E-184), A36 (E-185 thru E-3629, E-3631 thru E-3635), G36 (E-3630, E-3636 and after), A36TC (EA-1 thru EA-241, EA-243 thru EA-272), B36TC (EA-242, EA-273 and after)

P/N 33-590010-7 F33/G33/F33A/F33C Illustrated Parts Catalog – F33 (CD-125 thru CD-1254), G33 (CD-1255 thru CD-1304), F33A (CE-290 and after), F33C (CJ-26 and after)

P/N 35-590015-9 H35 thru V35-TC Illustrated Parts Catalog – H35 (D-4866 thru D-5330), J35 (D-5331 thru D-5725), K35 (D-5726 thru D-6161), M35 (D-6162 thru D-6561), N35 (D-6562 thru D-6841), P35 (D-6842 thru D-7309), S35 (D-7310 thru D-7976), V35 & V35TC (D-7977 thru D-8598) V35A & V35A-TC (D-8599 thru D-9068)

P/N 35-590102-5 V35B/V35B-TC Illustrated Parts Catalog – V35B, V35B-TC (D-9069 and after)

(7) Agreement from manufacturer to supply updates of data in (5), and (6):

Letter from Raytheon Aircraft Company Director, Airworthiness and Certification dated April 22, 2003 – Reference 940-2003-04-401

Textron provides access through the customer support portal at <https://1view.txtav.com/>

5. Additional New Zealand Requirements

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 is a prerequisite for the grant of a type acceptance certificate.

Civil Aviation Rules Part 26

Subpart B - Additional Airworthiness Requirements

Appendix B - All Aircraft

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	<i>To be determined on an individual aircraft basis</i>
B.2	Crew Protection Requirements – CAM 8 Appdx. B # .35	Not Applicable – Agricultural aircraft only

Compliance with the following additional NZ operating requirements has been reviewed for the Models F33A/C and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

Civil Aviation Rules Part 91

Subpart F - Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
91.505	Shoulder Harness if Aerobatic; >10 pax; Flight Training	Shoulder harnesses fitted as standard equipment – *
91.507	Pax Information Signs – Smoking, safety belts fastened	Not Applicable – Less than ten passenger seats
91.509	Minimum Instruments and Equipment for VFR	
	(1) ASI (2) Machmeter (3) Altimeter (4) Magnetic Compass (5) Fuel Contents (6) Engine RPM (7) Oil Pressure	CAR §3.655(a)(1) – * N/A – No mach limitations CAR §3.655(a)(2) – * CAR §3.655(a)(3) – * CAR §3.655(b)(1)(i) – * CAR §3.655(b)(1)(v) – * CAR §3.655(b)(1)(ii) – *
		(8) Coolant Temp (9) Oil Temperature (10) Manifold Pressure (11) Cylinder Head Temp. (12) Flap Position (13) U/c Position (14) Ammeter/Voltmeter
		N/A – Air cooled engine CAR §3.655(b)(1)(iii) – * CAR §3.655(b)(2)(v) – * CAR §3.655(b)(2)(i) – * Fitted as Standard – * CAR §3.359 – * CAR §3.687 – *
91.511	Minimum Instruments and Equipment for Night VFR	
	(1) Turn and Slip (2) Position Lights	Fitted as Standard – * Fitted as Standard – *
91.513	VFR Communication Equipment	<i>Operational requirement – Compliance as applicable</i>
91.517	Instruments and Equipment for IFR	
	(1) Gyroscopic AH (2) Gyroscopic DI (3) Gyro Power Supply (4) Sensitive Altimeter	Fitted as Standard – * Fitted as Standard – * <i>Compliance as applicable</i> <i>Compliance as applicable</i>
		(5) OAT (6) Time in hr/min/sec (7) ASI/Heated Pitot (8) Rate of Climb/Descent
		<i>Compliance as applicable</i> <i>Compliance as applicable</i> Fitted as Standard – * VSI Fitted as Standard – *
	* Standard Equipment Fit – See POH/AFM Section VII – Systems Description	
91.519	IFR Communication and Navigation Equipment	<i>Operational requirement – Compliance as applicable</i>
91.523	Emergency Equipment	
	(a) More Than 10 pax – First Aid Kits per Table 7 – Fire Extinguishers per Table 8 (b) More than 20 pax – Axe readily acceptable to crew (c) More than 61 pax – Portable Megaphones per Table 9	Not Applicable – Less than 10 passenger seats Not Applicable – Less than 10 passenger seats Not Applicable – Less than 20 passenger seats Not Applicable – Less than 61 passenger seats
91.529	ELT – TSO C91a after 1/4/97 (or replacement)	<i>To be determined on an individual aircraft basis</i>
91.531	Oxygen Indicators – Volume/Pressure/Delivery	A pressure gauge indicates the supply of oxygen available.
91.533	Oxygen for Non-Pressurised Aircraft >30 min above FL100 – Supplemental for crew, 10% Pax, – Therapeutic for 3% Pax Above FL100 – Supplemental for all crew, Pax, – Therapeutic for 1% Pax, – 120l PBE each crew member	A 49-cu-ft oxygen cylinder is located beneath a cover under the front seats, with 4 or 5 outlets. 1850 psig is nominal pressure for full supply. System regulator is altitude-compensated to provide auto flow from 0.5 l/min @ 5,000 ft to 2.8 l/min at 25,000 ft.
91.541	SSR Transponder and Altitude Reporting Equipment	<i>Operational requirement – Compliance as applicable</i>
91.543	Altitude Alerting Device – Turbojet or Turbofan	Not Applicable – Reciprocating engine
91.545	Assigned Altitude Indicator	<i>Operational requirement – Compliance as applicable</i>
A.15	ELT Installation Requirements	<i>To be determined on an individual aircraft basis</i>

Civil Aviation Rules Part 135

Subpart F - Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
135.355	Seating/Restraints – Shoulder harness flight-crew seats	Shoulder harnesses fitted as standard – See POH §VII
135.357	Additional Instruments (Powerplant and Propeller)	Has all instruments required by FAR §23.1305
135.359	Night Flight	Landing Light and Cabin Light fitted as standard
135.361	IFR Operations	<i>To be determined on an individual aircraft basis</i>
135.363	Emergency Equipment (Part 91.523 (a) and (b))	<i>To be determined on an individual aircraft basis</i>
135.367	Cockpit Voice Recorder	<i>Only applicable to 2-crew helicopters with more than 10 pax</i>
135.369	Flight Data Recorder	Not Applicable – Less than 10 passenger seats
135.371	Additional Attitude Indicator	Not Applicable – Not turbo jet or turbofan powered

- NOTES: 1. A Design Rule reference in the Means of Compliance column indicates the Design Rule was directly equivalent to the CAR requirement, and compliance is achieved for the basic aircraft type design by certification against the original Design Rule.
2. The CAR Compliance Tables above were correct at the time of issue of the Type Acceptance Report. The Rules may have changed since that date and should be checked individually.
3. Some means of compliance above are specific to a particular model/configuration. Compliance with Part 91/119 operating requirements should be checked in each case, particularly oxygen system capacity and emergency equipment.

Attachments

The following documents form attachments to this report:

Copy of FAA Type Certificate Data Sheet Number 3A15

Sign off




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David Gill
Team Leader Aircraft Inspection



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Checked – Kiran Debipersad
Certification Engineer

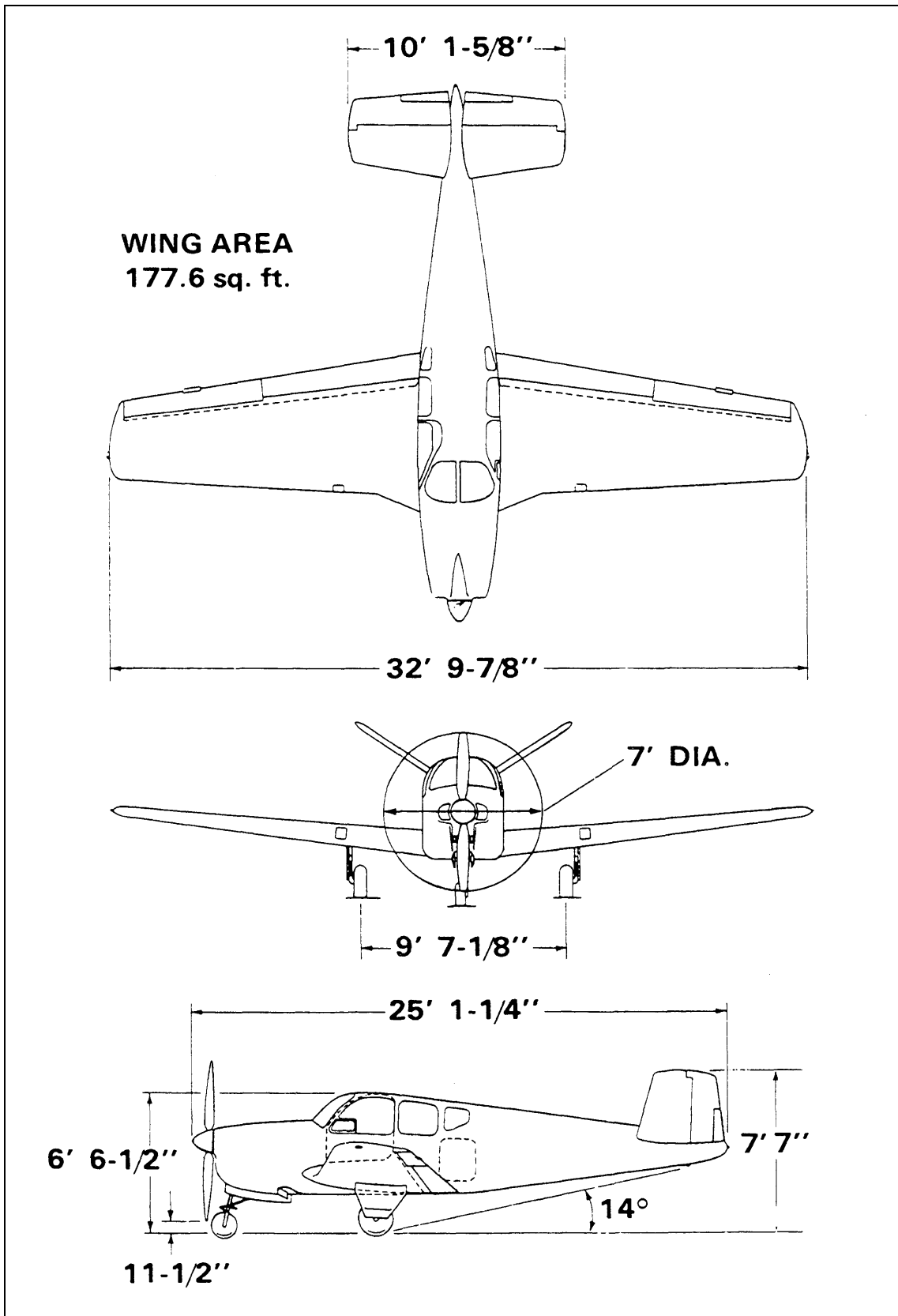
Appendix 1

List of Type Accepted Variants:

<i>Model:</i>	<i>Applicant:</i>	<i>CAA Work Request:</i>	<i>Date Granted:</i>
V35/V35B (1966-1976)	AC 21-1.2/NZCAR Part 21 Appendix A(c)		
35-C33A	AC 21-1.2/NZCAR Part 21 Appendix A(c)		
A36 (1977-1983)	AC 21-1.2/NZCAR Part 21 Appendix A(c)		
F33A/C (1970-1976)	Chipleigh Trust	3/21B/30	30 May 2003
A36 (1984-2005)	P M Van Ammers	15/21B/13	10 December 2014
All other 33/35/36 models	Flightcare Limited	Project 5550	17 April 2025

Appendix 2

Three-view drawing: Beech Model H35 Bonanza:



Three-view drawing: Beech Model G36 Bonanza:

