

Originals

CIVIL AVIATION AUTHORITY

CAA Supplement no. 2 to the FAA approved British flight manual Piper report no. 1284.

Piper  
PA30

Constructor's  
Serial No.

Registration  
Marks

AIRCRAFT PERFORMANCE WITH RAJAY  
TURBO-CHARGERS FITTED BUT INOPERATIVE

When Rajay turbochargers are made inoperative but are allowed to remain fitted to engines, there is a resultant reduction in the unsupercharged engined-aircraft performance. Consequently the following decrements must be made to the performance scheduled in flight manual report no. 1284.

Maximum Take-off and landing weight for altitude and temperature

The graph Figure 4-4 on page 34 shall not be used and the graph on page 2 of this supplement shall be used in its place.

TAKE-OFF DISTANCE REQUIRED

The take-off distance required obtained from pages 36, 37 and Figure 4-5 shall be increased by 20%.

NET TAKE-OFF FLIGHT PATH

The horizontal distance required for the first segment of the take-off flight path obtained from page 44 and Figure 4-7 shall be increased by 20%.

The net climb gradient of the second segment of the take-off flight path obtained from page 46 and Figure 4-8 is to be reduced by 4%.

The gradient of climb of the third segment of the net take-off flight path obtained from Page 48 and Figure 4-9 shall be reduced by 1.5%.

PERFORMANCE CEILING AND GROSS RATE OF CLIMB

The gross rate of climb of the aircraft with both engines operating obtained from page 50 and Figure 4-10 shall be reduced by 400 feet per minute.

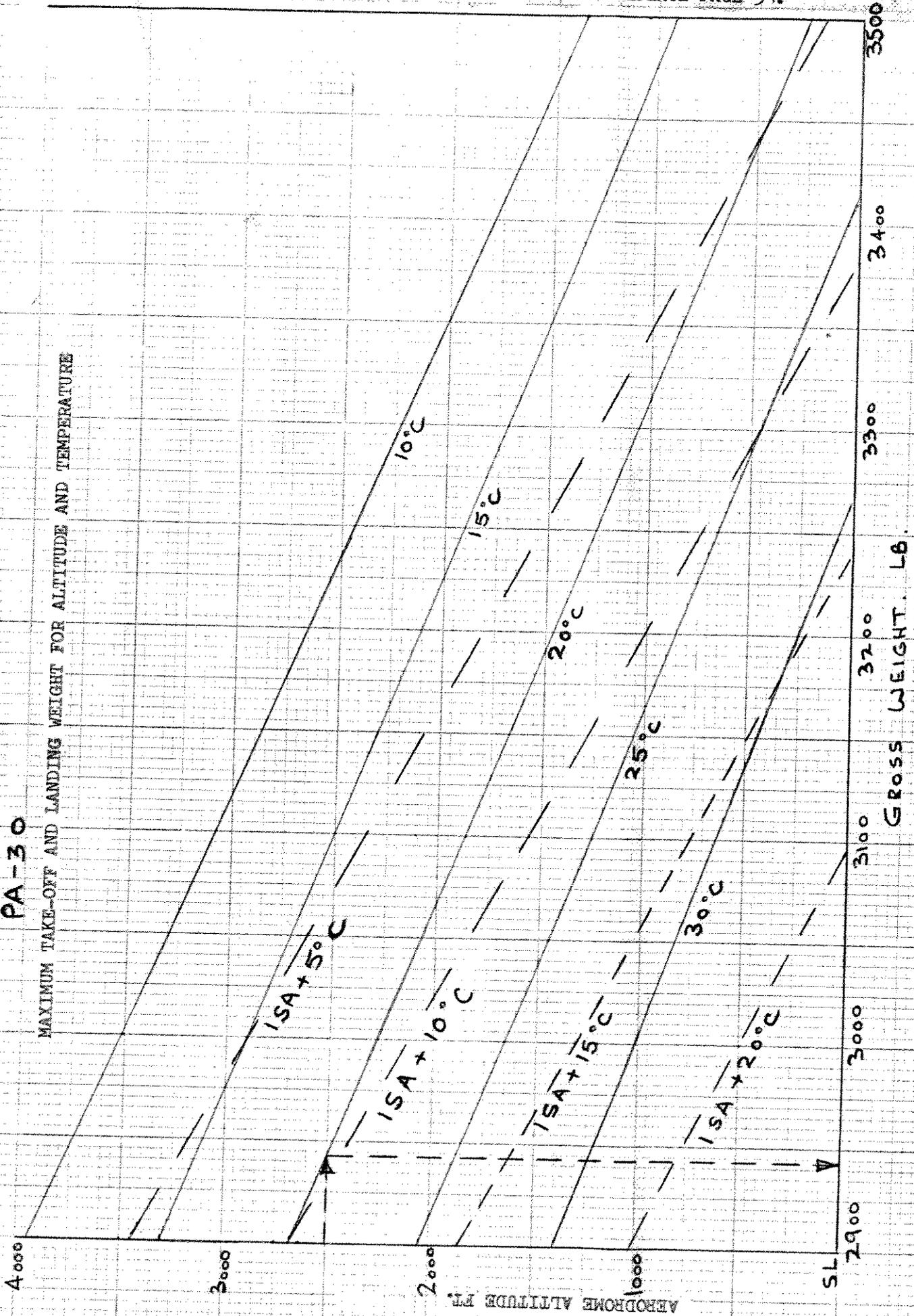
EN ROUTE CLIMB

The en-route net gradient of climb of the aircraft with one engine inoperative obtained from page 52 and Figure 4-11 shall be reduced by 1.5%.

The en-route gross rate of climb of the aircraft with one engine inoperative obtained from page 59 and Figure 4A-2 shall be reduced by 150 feet per minute.

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MAXIMUM TAKE-OFF AND LANDING WEIGHT FOR ALTITUDE AND TEMPERATURE



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CLIMB AFTER TAKE-OFF

The gross rate of climb after take-off of the aircraft with both engines operating obtained from page 57 and Figure 4A-1 shall be reduced by 400 feet per minute.

To be inserted in flight manual report 1284.