FEDERAL AVIATION AGENCY

A1EU
Revision 4
AIRBUS DEFENCE AND SPACE GMBH
EADS DEUTSCHLAND GMBH
DAIMLER CHRYSLER AEROSPACE AG
DAIMLER-BENZ AEROSPACE AG
DEUTSCHE AEROSPACE AG
MESSERSCHMITT-BÖLKOW-BLOHM AG
MESSERSCHMITT-BÖLKOW-BLOHM GMBH
BÖLKOW APPARATEBAU GMBH
Bölkow Jr.
July 9, 2015

TYPE CERTIFICATE DATA SHEET NO. A1EU

This data sheet which is a part of type certificate No. A1EU prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder	Airbus Defence and Space GmbH Willy-Messerschmitt-Strasse 1 85521 Ottobrunn Germany
Type Certificate Ownership Record	Bölkow Apparatebau GmbH transferred TC A1EU to Messerschmitt-Bölkow-Blohm GmbH on July 11, 1969 Messerschmitt-Bölkow-Blohm GmbH transferred TC A1EU to Messerschmitt-Bölkow-Blohm AG on April 1, 1992 Messerschmitt-Bölkow-Blohm AG transferred TC A1EU to Deutsche Aerospace AG on November 30, 1992 Deutsche Aerospace AG transferred TC A1EU to Daimler-Benz Aerospace AG on January 2, 1995 Daimler-Benz Aerospace AG transferred TC A1EU to Daimler Chrysler Aerospace AG on November 17, 1998 Daimler Chrysler Aerospace AG transferred TC A1EU to EADS Deutschland GmbH on July 10, 2000 EADS Deutschland GmbH transferred TC A1EU to Airbus Defence and Space GmbH on July 1, 2014 (See NOTE 7.)

Model Bölkow Junior 2 PCLM (Normal and Utility Category), Approved January 17, 1964

Engine	Continental O-200-A
Fuel	80/87 Minimum grade aviation gasoline
Engine limits	For all operations, 2750 r.p.m. (100 hp.)

Propeller and propeller limits

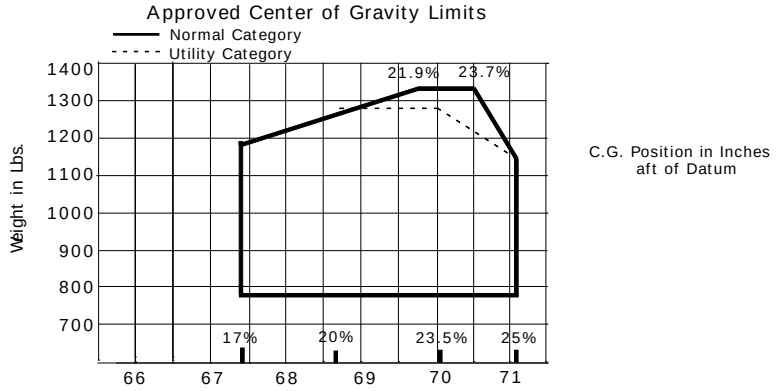
McCauley 1A100 MCM 6758
Diameter: 67 inches (No cutoff permitted)
Static r.p.m. at maximum permissible throttle setting:
Not over 2400, not under 2300
No additional tolerance permitted.

Airspeed limits (CAS)

Vne (Never exceed)	176 mph
Vno (Max. structural cruising)	143 mph
Vp (Maneuvering)	122 mph
Vfe (Flaps extended)	91 mph

Empty weight C.G. range

None



Datum

75 inch in front of reference point (reference point: red encircled rivet on each fuselage side wall, located 4 inch forward of hole center of lower wing strut fitting)

Leveling means

Leveling marks on port fuselage side wall

Maximum weight

1325 lbs. Normal category, 1270 lbs. Utility category

No. of seats

2 (+67)

Maximum baggage

45 lbs. (+88)

Fuel capacity

21 US gal. (20.5 gal. usable) (+88)

Oil capacity

5 US qt. (3 qt. usable) (+27)

Control surface movements

Wing flaps			Down	35°
Aileron	Up	25°	Down	12°
Elevator	Up	16°	Down	9°
Rudder	Right	20°	Left	20°
Elevator tab	Up	22°	Down	14°

Serial Nos. eligible

The Federal Republic of Germany Certificate of Airworthiness for Export endorsed as noted below under "Certification basis" must be submitted for each individual aircraft for which application for certification is made.

Certification basis

CAR 10. Type Certificate No. A1EU issued January 17, 1964
Date of Application for Type Certificate November 2, 1962

U.S. Civil Air Regulation Part 3, dated May 15, 1958, including amendments 3-1 through 3-7.

The Luftfahrt Bundesamt originally type certificated this aircraft under its type certificate Number 644. The FAA validated this product under U.S. Type Certificate Number A1EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Germany.

The EASA type certificate for the Bölkow Junior model is EASA.A.358.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:

(a) Pre-stall warning indicator, Safe Flight Instrument Corp.
Part No. C-75201 and 1-02-019.
(b) Shoulder harness
(c) Approved flight manual dated August, 1963.

Import Requirements

The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Luftfahrt Bundesamt on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. Civil Air Regulation Part 3 approved under U.S. Type Certificate No. A1EU and to be in a condition for safe operation.'

Service Information

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the Luftfahrt Bundesamt.

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or

- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each aircraft at the time of original certification.

NOTE 2. The following placard must be displayed on the instrument panel in full view of the pilot: "This airplane must be operated as a normal or utility category airplane in compliance with the operating limitations stated in the approved Airplane Flight Manual."

NOTE 3. Aircraft must be assembled and inspected in accordance with Luftfahrt Bundesamt approved Bolkow "Assembly Instructions dated August 1693, Reassembly Inspection Report dated September 1963, and Production Flight Test Report dated August 1963".

NOTE 4. For issuance of an airworthiness certificate in accordance with 14 CFR Part 21.182(c), the Luftfahrt Bundesamt of Germany must certify that the airplane conforms to the type design and is in a condition for safe operation. In that regard, the Luftfahrt Bundesamt of Germany will certify that the airplane complies with all applicable mandatory continuing airworthiness information (MCAI) it has issued. For issuance of an airworthiness certificate in accordance with 14 CFR Part 21.182(d) the certificating inspector, or other authorized person, must find, among other things, that the product is in a condition for safe operation. In order to make that finding, the certificating inspector or other authorized person should contact ACE-112, Federal Aviation Administration, Small Airplane Directorate, prior to issuance to determine whether showing airplane compliance with certain MCAI is necessary to support a finding that the airplane is in a condition for safe operation.

NOTE 7. Some of these transfers were not notified to the FAA and so in some instances the actual type certificates were not reissued.

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