



## ***European Aviation Safety Agency***

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**EASA**

**TYPE-CERTIFICATE  
DATA SHEET**

**EASA.A.358**

**Bölkow BO 208**

**Airbus Defence and Space GmbH**

Willy-Messerschmitt-Straße 1  
85521 Ottobrunn  
Germany

For models: Bölkow Junior  
Bölkow BO 208 C Junior

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## **SECTION A: BÖLKOW JUNIOR**

### **A.I. General**

1. a) Type: Bölkow BO 208  
b) Model: Bölkow Junior
  
2. Airworthiness Category: Normal  
Utility
  
3. Type Certificate Holder: Airbus Defence and Space GmbH  
Willy-Messerschmitt-Straße 1  
85521 Ottobrunn, Germany
  
4. Contracted DOA Holder: N/A
  
5. Manufacturer: Bölkow-Apparatebau GmbH  
Werk Laupheim  
Nabern/Teck, Württ., Germany  
  
Waggon- und Maschinenbau AG  
Siebelwerke ATG GmbH  
Donauwörth, Germany
  
6. (Reserved)
  
7. Type Certification in Federal Republic of Germany by Luftfahrt-Bundesamt 22 April 1963

The EASA TCDS is based on the LBA TCDS No. 679/SA for BO 208 (at Issue 12, dated 12 April 2005)

### **A.II. EASA Certification Basis**

1. Airworthiness Requirements: CAR Part 3 dated 15 May 1956 plus Amendment 3-1 through 3-7
  
2. Environmental Standards: ICAO Annex 16, Vol. I; for details see TCDSN.A.358

### **A.III. Technical Characteristics and Operational Limitations**

1. Description: Single-engine, strut-braced high-wing aircraft with nose wheel configuration, metal construction
2. Equipment: Required equipment acc. to CAR part 3  
Additionally: 1 stall warning and 2 shoulder harnesses
3. Dimensions: Wing Span: 7,42 m  
8,02 m when fitted with wing extensions  
Length: 5,79 m  
Height: 1,98 m
4. Engine:
  - 5.1.1 Model: Engine 1: Continental O-200-A  
Engine 2: Continental RR O-200-A
  - 5.1.2 Type Certificate: Engine 1: EASA.IM.E.101  
Engine 2: US E3IN
  - 5.1.3 Limitations: Maximum continuous speed 2750 rpm
5. Propeller:
  - 5.1 Model: Propeller 1: Hoffmann Propeller GmbH & Co. KG  
HOCO F-H2/LC14-170 123 7R  
Propeller 2: McCauley 1A100MCM 6758  
Propeller 3: McCauley 1A100MCM 6950  
Propeller 4: McCauley 1A100MCM 6955
  - 5.2 Type Certificate: Propeller 1: DE 32.110/1  
Propeller 2-4: US P-918
  - 5.3 Number of blades: 2
  - 5.4 Diameter: Propeller 1 & 2: 170 cm  
Propeller 3 & 4: 175 cm
  - 5.5 Sense of Rotation: clockwise  
Additional information concerning powerplant installation: Propellers 1 through 4 alternatively for engines 1 and 2
6. Fluids:
  - 6.1 Fuel: Aviation fuel min. 80/87 octane
  - 6.2 Oil: Below +4°C (40°F): SAE 30  
Above +4°C (40°F): SAE 50

7. Fluid capacities:
- 7.1 Fuel: Max. fuel: 80 l  
Usable fuel quantity: 77,5 l
- 7.2 Oil: 4,7 l
8. Air Speeds: Max. permissible speed  $V_{NE}$ : 283 km/h  
Max. permissible:  
- Manoeuvring speed  $V_A$ : 196 km/h  
- Cruising speed  $V_{NO}$ : 229 km/h  
- Flaps extended  $V_{FE}$ : 146 km/h
9. (Reserved)
10. Load factors: Normal aircraft:  $n = -1,52$  to  $+3,8$   
Utility aircraft:  $n = -1,76$  to  $+4,4$
11. Maximum Weights: Max. permissible takeoff mass:  
Normal aircraft 600 kg  
Utility aircraft 575 kg
12. Centre of Gravity Range:  
Normal aircraft  
Max. Forward: 1711 mm at 532 kg to  
1770 mm at 600 kg  
Max. Aft: 1792 mm at 600 kg to  
1807 mm at 520 kg  
Utility aircraft  
Max. Forward: 1711 mm at 532 kg to  
1746 mm at 575 kg  
Max. Aft: 1777 mm at 575 kg to  
1807 mm at 520 kg  
Linear change between the individual points
13. Datum: Reference plane: 1900 mm forward of mark on lower wing strut fitting (mark is 100 mm forward of hole centre of fitting)  
Attitude: extended line from level marks (left side of fuselage) horizontal
14. Levelling Means: Refer to Maintenance Manual
15. Control surface deflections: Refer to Maintenance Manual

- 16. Minimum Flight Crew: 1 pilot
- 17. Maximum Passenger Seating Capacity: 1 passenger
- 18. Baggage/Cargo Compartments: max. 20 kg in baggage/cargo compartment
- 19. Wheels and Tyres: Refer to Operator's Handbook
- 20. (Reserved):

#### **A.IV. Operating and Service Instructions**

- 1. Manual for Operation:
  - a) Flight Manual Bölkow Junior, DVL/PfL-approved 15 February 1963
  - b) Information labels pursuant to flight manual 1.12
- 2. Technical Manual:
  - a) Operator's Handbook Bölkow Junior
  - b) Maintenance Manual Bölkow Junior
  - c) Continental Operations Manual and Service Maintenance Instructions

#### **A.V. Notes:**

- 1. Serial numbers: 500 to 566
- 2. Operating modes:
  - a) Only for daylight flights under visual flight rules
  - b) Not for flights in icing conditions
- 3. a) In accordance with Bölkow Technical Note 208-22/64, the use of wing edge caps (extension of wingspan) is permissible in normal and utility airworthiness classes for serial No. 525 and up.
  - b) Modified form according to note 3.a) permissible from serial number 505 through 524 inclusive, but only in the normal airworthiness class.
- 4. Certified for sailplane towing and towing of non-rigid tow-hook banners in accordance with Annex C "Towing Flight" in flight manual, DVL/PfL-certified 15 August 1963 (for towing flight revision 9 September 1964).
- 5. Installation of a 100 litre fuel tank pursuant to Bölkow Technical Note 208-18/64 is permissible. The maximum flying weight may not be exceeded.

## **SECTION B: BÖLKOW BO 208 C JUNIOR**

### **B.I. General**

1. a) Type: Bölkow BO 208  
b) Model: Bölkow BO 208 C Junior
  
2. Airworthiness Category: Normal  
Utility
  
3. Type Certificate Holder: Airbus Defence and Space GmbH  
Willy-Messerschmitt-Straße 1  
85521 Ottobrunn, Germany
  
4. Contracted DOA Holder: N/A
  
5. Manufacturer: Bölkow-Apparatebau GmbH  
Werk Laupheim  
Nabern/Teck, Württ., Germany  
  
Waggon- und Maschinenbau AG  
Siebelwerke ATG GmbH  
Donauwörth, Germany
  
6. (Reserved)
  
7. Type Certification in Federal Republic of Germany by Luftfahrt-Bundesamt 20 May 1965

The EASA TCDS is based on the LBA TCDS No. 679/SA for BO 208 C Junior (at Issue 11, dated 12 April 2005)

### **B.II. EASA Certification Basis**

1. Airworthiness Requirements: CAR Part 3 dated 15 May 1956 plus Amendment 3-1 through 3-7
2. Environmental Standards: ICAO Annex 16, Vol. I; for details see TCDSN.A.357

### **B.III. Technical Characteristics and Operational Limitations**

1. Description: Single-engine, strut-braced high-wing aircraft with nose wheel configuration, metal construction
  2. Equipment: Required equipment acc. to CAR part 3  
Additionally: 1 stall warning and 2 shoulder harnesses
  3. Dimensions: Wing Span: 8,02 m  
Length: 5,79 m  
Height: 1,98 m
  4. Engine:
    - 4.1 Model: Engine 1: Continental O-200-A  
Engine 2: Continental RR O-200-A
    - 4.2 Type Certificate: Engine 1: EASA.IM.E.101  
Engine 2: US E3IN
    - 4.3 Limitations: Maximum continuous speed 2750 rpm
  5. Propeller:
    - 5.1 Model: Propeller 1: McCauley 1A100MCM 6758  
Propeller 2: McCauley 1A100MCM 6950  
Propeller 3: McCauley 1A100MCM 6955
    - 5.2 Type Certificate: Propeller 1-3: US P-918
    - 5.3 Number of blades: 2
    - 5.4 Diameter: Propeller 1: 170 cm  
Propeller 2 & 3: 175 cm
    - 5.5 Sense of Rotation: Clockwise
- Additional information concerning powerplant installation Propellers 1 through 3 alternatively for engines 1 and 2



6. Fluids:

- 6.1 Fuel: Aviation fuel min. 80/87 octane  
6.2 Oil: Below +4°C (40°F): SAE 30  
Above +4°C (40°F): SAE 50

7. Fluid capacities:

- 7.1 Fuel: Max. fuel: 100 l  
Usable fuel quantity: 97,5 l  
  
7.2 Oil: 4,7 l

8. Air Speeds:

- Max. permissible speed  $V_{NE}$ : 283 km/h  
Max. permissible:  
- Manoeuvring speed  $V_A$ : 196 km/h  
- Cruising speed  $V_{NO}$ : 229 km/h  
- Flaps extended  $V_{FE}$ : 146 km/h

9. (Reserved)

10. Load factors:

- Normal aircraft:  $n = -1,52$  to  $+3,8$   
Utility aircraft:  $n = -1,76$  to  $+4,4$

11. Maximum Weights:

- Max. permissible takeoff mass:  
Normal aircraft 630 kg  
Utility aircraft 600 kg

12. Centre of Gravity  
Range:

- Normal aircraft  
Max. Forward: 1710 mm at 574 kg to  
1760 mm at 630 kg  
Max. Aft: 1800 mm at 630 kg to  
1825 mm at 550 kg

Utility aircraft

- Max. Forward: 1710 mm at 574 kg to  
1732 mm at 600 kg  
Max. Aft: 1810 mm at 600 kg to  
1820 mm at 550 kg

Linear change between the individual points

13. Datum:

- Reference plane: 1900 mm forward of mark (red circled rivet on both side-walls of the fuselage, 100 mm forward of hole centre of lower wing strut fitting)  
Attitude: extended line from level marks (left side of

fuselage) horizontal

- |   |   |
|---|---|
| 14. Levelling Means:                    | Refer to Maintenance Manual             |
| 15. Control surface deflections:        | Refer to Maintenance Manual             |
| 16. Minimum Flight Crew:                | 1 pilot                                 |
| 17. Maximum Passenger Seating Capacity: | 1 passenger                             |
| 18. Baggage/Cargo Compartments:         | Max. 20 kg in baggage/cargo compartment |
| 19. Wheels and Tyres:                   | Refer to Operator's Handbook            |
| 20. (Reserved):                         |   |

#### **B.IV. Operating and Service Instructions**

1. Manual for Operation:  
Flight Manual Bölkow Bo 208 C Junior, DVL/PfL-approved on 19 May 1965 including Revision 20 October 1965, page 3
2. Technical Manual:
  - a) Operator's Handbook Bölkow Bo 208 C Junior
  - b) Maintenance Manual Bölkow Bo 208 C Junior
  - c) Continental Operations Manual and Service Maintenance Instructions. Models A, C and O-200 Series
  - d) Rolls Royce C 90 and O-200 Operating and Field Instructions

#### **B.V. Notes:**

1. Eligible Serial Numbers: from S/N 567 and up
2. Certified for sailplane towing and towing of non-rigid tow-hook banners. Observe Annex C "Towing Flight" in flight manual, DVL/PfL-certified 15 August 1963 (for towing flight revision 9 September 1964).

## **ADMINISTRATIVE SECTION**

### **I. Acronyms**

CAR	Civil Aviation Regulations
DVL/PfL	Deutsche Versuchsanstalt für Luftfahrt / Prüfstelle für Luftfahrtgerät
FAA	Federal Aviation Administration
LBA	Luftfahrt-Bundesamt
LSL	Lärmschutzforderungen für Luftfahrzeuge
N/A	Not applicable
SAE	Society of Automotive Engineers
TCDS	Type Certificate Data Sheet

### **II. Type Certificate Holder Record**

1948 – 1968	Waggon- und Maschinenbau AG - Siebelwerke ATG GmbH
1956 – 1968	Bölkow Entwicklungen KG Stuttgart
1958 – 1968	Bölkow Apparatebau GmbH Nabern
1968 – 1969	Bölkow-Messerschmitt GmbH
1969 – 1982	Messerschmitt-Bölkow-Blohm (MBB)
1982 – 1994	Deutsche Aerospace
1995 – 1998	Daimler Benz Aerospace
1998 – 2000	DaimlerCrysler Aerospace
2000 – 2003	EADS Deutschland GmbH Militärflugzeuge
2003 – 2010	EADS Defence and Security Systems
2010 – 2014	EADS Deutschland GmbH
Since 2014	Airbus Defence and Space GmbH

### **III. Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>	<b>TC Issue No. &amp; Date</b>
Issue 01	02/02/2015	Initial issue after TC transfer	1, 02/02/2015