

# Equivalent Level of Safety to CS 23.777(g), Amdt. 4:

## Cockpit Controls

### 1. Introductory note

The hereby presented Equivalent Level of Safety (ELOS) to the EASA Certification Basis shall be subject to public consultation, in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) of which states:

"2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."

### 2. Statement of Issue

The L 410 NG is a non-pressurized, twin-engine, turbo-propeller, CS 23 commuter category airplane. The airplane is designed for a crew of two pilots and a maximum of 19 passengers with a maximum take-off weight of 7,000 kg (15,432 lb).

The landing gear control handle of the pre-model L-410 UVP-E20 is located on the central instrument panel to the left of the pedestal centerline, which is compliant with CS 23.777(g) requirements.

Aircraft Industries applied to move the landing gear control handle from the LH to the RH side of the centreline.

### Applicable Certification Basis

The relevant paragraph CS 23.777(g) at amendment level 4 reads as follows:

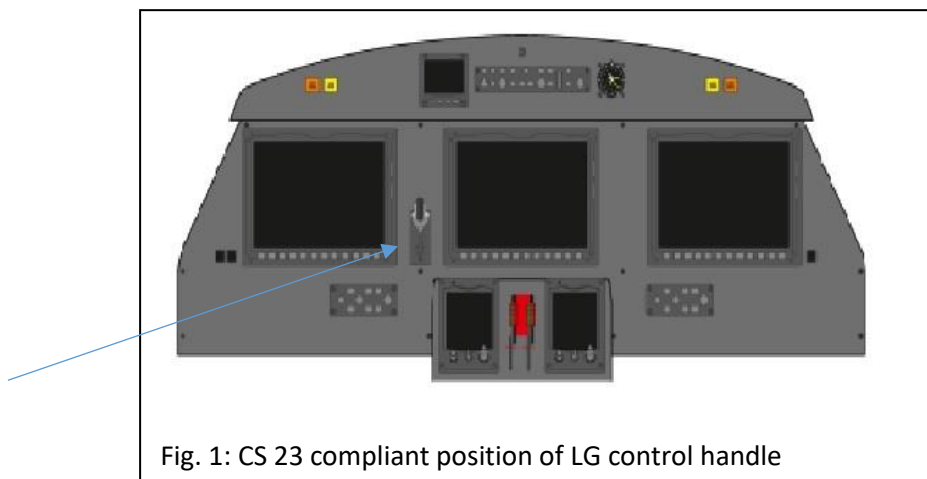
#### **Cockpit controls**

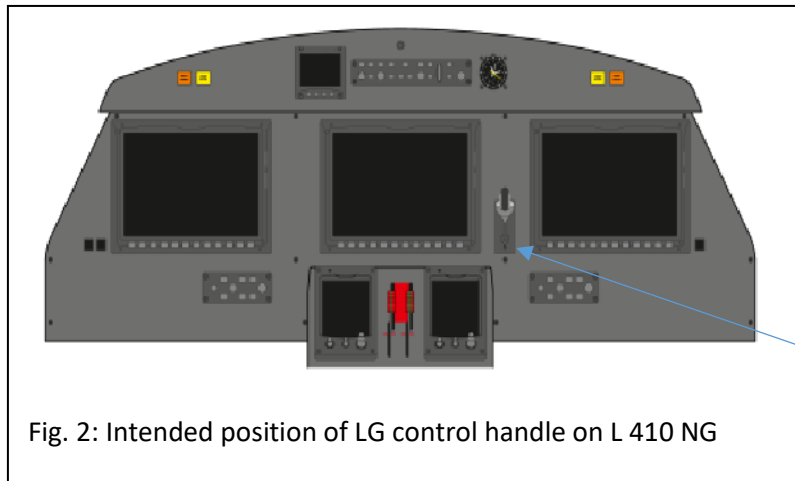
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*(g) The landing gear control must be located to the left of the throttle centreline or pedestal centreline."*

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### Description of Landing Gear control arrangements:





### 3. EASA Safety Equivalency Demonstration proposal

#### **Description of compensating features, which allow the granting of the ELOS:**

The L 410 NG airplane is certified as a commuter category airplane requiring a type rating and a two-pilot crew.

The Aircraft Industries conducted a human factors evaluation and found this new design configuration to be acceptable.

Since the airplane is designed as a minimum two-pilot crew airplane, the landing gear control handle is operated by the co-pilot, so the landing gear control handle will be located to the right of the centerline of the instrument panel, which is more suitable and convenient for pilots.

The landing gear control handle on the RH side can still be reached by the PIC in the left-hand seat while the seat belt is fastened.

The landing gear handle operation will be a part of the type rating training.