

Consultation paper
Deviation

Doc. No. : DEV D-21
Issue : 1
Date : 05/03/2020
Proposed ☒ Final ☐
Deadline for comments: 26/03/2020

SUBJECT : **Deviation to CS 29.735 (c) (2) - Electric Brake Slope Landing**
REQUIREMENTS incl. Amdt. : **CS 29.735 (c) (2) Amdt. 3**
ASSOCIATED IM/AMC¹ : Yes ☐ / No ☒
ADVISORY MATERIAL : **N/A**

INTRODUCTORY NOTE:

The following Deviation (DEV) has been classified as important and as such shall be subject to public consultation in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) 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."

IDENTIFICATION OF ISSUE:

The Brakes and Braking Control System claimed by Airbus Helicopters (AH) for the type certification of the H160 helicopter are electrically powered.

Flight Testing showed that this electric brake system (EBS) is not able to hold the rotorcraft parked on a 10 degree slope. This represents a non-compliance to CS 29.735, specifically to sub-paragraph (c)(2) which reads:

For rotorcraft with wheel-type landing gear, a braking device must be installed that is:

....

(c) Adequate to:

...

(2) Hold the rotorcraft parked on a 10° slope on a dry, smooth pavement.

AH has initiated the development of a modified hydraulically-actuated brake system intended to be designed in full compliance with the CS 29.735 (c) (2) requirement. This new system will be retrofitted to all aircraft delivered with EBS, however, will not be available before the EASA TC is issued.

Therefore, this Deviation is issued to identify the mitigating factors to be put in place to ensure that the type is compliant with the essential requirements for airworthiness in Annex II of the regulation (EU) 2018/1139.

Considering the above, the following Deviation is proposed:

¹ In case of SC, the associated Interpretative Material and/or Acceptable Means of Compliance may be published for awareness only and they are not subject to public consultation.

