



COMMENT RESPONSE DOCUMENT

**EASA CRD of Special Condition SC-D22-D01 - CS-22 Sailplanes with hand rudder control
Applicable to sailplanes and powered sailplanes**

[Published on 21 September 2018 and officially closed for comments on 21 October 2018]

Commenter 1: Alexander Schleicher Segelflugzeugbau – Paul Anklam

Comment # 1

SC-D22.02 (a) should be amended in order to allow disconnected rudder pedals in the seat where the handicapped pilot is seated.

EASA response:

Agreed.

Rule text has been modified accordingly.

Commenter 2: Alexander Schleicher Segelflugzeugbau – Paul Anklam

Comment # 2

Due to the fact that the motion and effect of the hand rudder control is of opposite direction compared to the known systems in aeroplanes, the commenter reported about customer requests to align the control motion and effect with aeroplanes.

EASA response:

Disagreed.

The fleet of sailplane equipped with hand rudder control of traditional motion logic is significant already. In addition approvals for the installation of hand rudder controls granted in the past decades remain valid. In consequence the number of sailplanes with traditional motion logic would continue to increase. At the end of the day the number of pilots switching between sailplanes with opposite motion logic would be recognisable and could lead to unsafe situations. Especially, after training on a two seat sailplane and first solo flight on a single seat sailplane of opposite motion logic.



In conclusion, it is preferred to keep the cut between sailplanes and aeroplanes rather than introducing another cut among sailplanes.

Commenter 3: Die Rollyflieger – Michael Amtmann

Comment # 3

The Special Condition shall be open to future developments like hand rudder control of rotation type, known as ‘Hördl’.

EASA response:

Partially agreed.

The proposed SC has been limited to hand rudder controls of longitudinal type. In case of an application for a different type of rudder control the Agency will establish an additional SC.

