

## Executive Director Decision

**2021/013/R**

**of 15 September 2021**

**issuing Amendment 3 to the Certification Specifications for Sailplanes and Powered Sailplanes  
'CS-22 Amendment 3'**

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139<sup>1</sup>, and in particular Article 104(3)(a) thereof,

Having regard to Commission Regulation (EU) No 748/2012<sup>2</sup>, and in particular point 21.B.70 of Annex I (Part 21) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- (2) Certification specifications are non-binding technical standards issued by EASA which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, and which can be used by organisations for the purpose of certification.
- (3) Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof or with the certification specifications.
- (4) Guidance material is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EU)

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<sup>1</sup> Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

<sup>2</sup> Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0748&qid=1624544662291>).

2018/1139, the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.

- (5) With Decision 2003/013/RM of 14 November 2003, the Executive Director issued Certification Specifications for Sailplanes and Powered Sailplanes (CS-22 — Initial Issue)<sup>3</sup>.
- (6) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its decisions taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (7) Two safety recommendations have been addressed to EASA related to the unintended opening of air brakes and the difficulties in the operation of the cable release mechanism during launch, and EASA has determined the need to amend the related certification specifications.
- (8) EASA, in coordination with the Sailplane Development Panel (SDP), which is one of the three panels within the *Organisation Scientifique et Technique Internationale du Vol à Voile* (OSTIV), has reviewed and accepted other design developments of a non-complex and non-controversial nature that called for the amendment of the existing certification specifications. The OSTIV has the special status of an international affiliated member of the *Fédération Aéronautique Internationale* (FAI).
- (9) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139, and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure<sup>4</sup>, has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received<sup>5</sup>,

HAS DECIDED:

### **Article 1**

The Annex to this Decision is issued as Amendment 3 to the Certification Specifications for Sailplanes and Powered Sailplanes (CS-22).

### **Article 2**

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

Cologne, 15 September 2021

*For the European Union Aviation Safety Agency  
The Executive Director*

Patrick KY

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<sup>3</sup> <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2003013rm>

<sup>4</sup> EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

<sup>5</sup> <http://easa.europa.eu/document-library/comment-response-documents>

