



U.S. Department
of Transportation

**Federal Aviation
Administration**

Small Airplane Directorate
901 Locust, Room 301
Kansas City, MO 64106

JUL 06 2017

Mr. Vaclav Krizek
Blaník Aircraft CZ s.r.o.
Beranových 65
199 00 Praha 9, Letnany LKLT
Czech Republic

Subject: Global Alternative Method of Compliance (AMOC), Airworthiness
Directive (AD) 2010-18-05, Directorate Identification Number 2010-CE-042-AD
Docket Number FAA-2010-0839

Dear Mr. Krizek,

The Federal Aviation Administration (FAA) received your proposal dated June 13, 2017, requesting a global alternate method of compliance (AMOC) to use Blaník Aircraft CZ s.r.o. Service Bulletin (SB) L13/117a, Revision 1, dated September 29, 2016, to satisfy the modification requirements in paragraph (f) of Airworthiness Directive (AD) 2010-18-05.

The FAA issued AD 2010-18-05 as a result of a fatal accident that occurred to an Aircraft Industries a.s. model L-13 Blaník glider, in which the main spar of the right wing failed near the root due to positive load. The right wing detached from the aircraft that caused the pilots to lose control and crash. To address this airworthiness problem, paragraph (f) of AD 2010-18-05 required that, before further flight after August 30, 2010 (the effective date of the AD), the operator incorporate an FAA-approved inspection and/or modification program developed specifically for the AD. Subsequent to the issuance of AD 2010-18-05, the type certificate responsibilities for the model L-13 Blaník transferred to Blaník Aircraft CZ s.r.o.

Blaník Aircraft CZ s.r.o. developed SB L13/117a, which is a modification program for the main wing spar. Based on a review of the stress analysis and the results of structural wing testing provided by the company, and after consulting with the European Aviation Safety Agency (EASA), the state of design, the FAA approved the modification to the main wing spar. In addition, the FAA approved an optional modification of the fuselage bulkhead number six per SB L13/068b, dated September 1, 1995.

After further consideration within the Small Airplane Directorate (SAD), the FAA approves your AMOC proposal to address paragraph (f) of AD 2010-18-05 by modifying the model L-13 Blaník glider wing per SB L13/117a, Revision 1, dated September 29, 2016. This approval is based on the following conditions:

Applicability

This Global AMOC is applicable to the model L-13 Blaník gliders, all serial numbers, certificated in any category.

Location for Glider Modification

Based on the complexity of the modifications contained in SB L13/117a, Revision 1, and SB L13/068b, as well as the extensive tooling required, at this time all modifications must be accomplished at the type design holder facility at the following address:

Blaník Aircraft CZ s.r.o.
Karolinská 661, 186 00 Praha 8 – Karlín
Facility Location:
Beranových 65, 190 00 Praha 9 – Letňany
Czech Republic

Tel.: +420 733 662 194, +420 731 425 699
E-mail: info@blanik.aero
Web: www.blanik.aero

Initial Information Required to be Sent to Blaník Aircraft CZ s.r.o.

Prior to having this modification accomplished, all owners/operators must provide the following information to Blaník Aircraft CZ s.r.o. for them to make an initial assessment of the glider. This will allow the company to evaluate the fatigue spectrum based on the past utilization of the specific glider and will allow the determination of the potential total flight hours that the glider will be approved for following the wing modification. Please note that the following information is contained in appendix A of SB L13/117a.

**Statistical utilization data from the date of manufacturing for
Airworthiness restoration of glider L-13 in accordance with SB
L13/117a**

1) Glider Data:

- Current owner:
- Current operator:
- Serial number:
- Registration number:
- Year of manufacture:
- Total flight hours: (from the beginning of operation)
- Number of hours solo: (from the beginning of operation)
- Number of hours dual: (from the beginning of operation)
- Total number of take-offs: (from the beginning of operation)
- Total number of aerotow take-offs: (from the beginning of operation)
- Total number of ground launch take-offs: (from the beginning of operation)
- Aerobatic flights flown solo in flight hours (whole flights): (from the beginning of operation)
- Aerobatic flights flown dual in flight hours (whole flights): (from the beginning of operation)
- Number of flight hours since the last GO* or major inspection**
- Number of take-offs since the last GO or major inspection
- The most recent GO or major inspection date and location where.. ..

* General Overhaul (GO); ** Revision C

2) Supplemental Data

Does the glider have any damage history?

NO

YES — *Brief description of damage, and of repair*

Were any of the following substituted on the glider: wing — fuselage — tail surfaces?

NO

YES — *state the serial numbers of the substituted parts, and their utilization data before and after installation*

State serial numbers for Fuselage: Left wing: Right wing:

Date:

(Signature)

(Signature)

Prepared by:

Operator's authorized representative:

Name, Stamp: Name, Position, Stamp:

CP AMO, organization: organization name:

*Notes: The data must span the entire operations history, from the very start to present.
It is minimum range of input data needed for lifetime extension.
FH (flight hours) is always meant number of hours and take-offs in minimum range see point 1).
Each page with Statistical utilization data has to contain signatures and date of elaboration.
CP AMO — Certifying Person of Approved Maintenance Organization*

Split form onto more pages is not allowed. It is possible use appendixes with repair description etc. if needed.

Acceptable Level of Safety Life Limits that can be Achieved Pertaining to this AMOC

Blaník Aircraft CZ s.r.o. has provided the following acceptable level of safety life limits that can be achieved pertaining to this AMOC. Note that in all cases, the glider service records must be provided in advance by the owner/operator to the company. After Blaník Aircraft CZ s.r.o. has assessed the records, each specific glider will fall into one of two possible categories after the modification of the wing per SB L13/117a.

Those with **Delivered Information** or those **Without Delivered Information** are defined as follows:

Delivered Information: If Blaník Aircraft CZ s.r.o. determines that acceptable “Delivered Information” has been provided, then this will result in the total life of the wing being extended to 6000 flight hours from the time the wing was manufactured.

Without Delivered Information: If Blaník Aircraft CZ s.r.o. determines that the information is not sufficient/acceptable, then this will result in the total life of the wing being extended to only 3750 flight hours from the time the wing was manufactured.

Note: The two categories above only apply to the modification of the wing per SB L13/117a, Revision 1. Modification of the fuselage per SB L13/068b is not affected by the service history of the glider. Furthermore, replacement of the L-13 wings with L-13A wings is not affected by the service history of the glider.

Therefore, based on the above definitions, the following are the six categories of acceptable level of safety life limits that are possible pertaining to this AMOC:

1. Glider service life after the reconstruction of the wing according to SB L13/117a, Revision 1, with **Delivered Information**. The fuselage remains original (SB L13/068b not accomplished):

3000 flight hours where the service life is:

- Wing up to 6000 flight hours from the manufacture date, and
- Fuselage 3000 flight hours from the manufacture date

2. Glider service life after the reconstruction of wings according to SB L13/117a, Revision 1, with **Delivered Information**. The fuselage is modified per SB L13/068b:

Up to 6000 flight hours where the service life is:

- Wing 6000 flight hours from the manufacture date, and
- Fuselage 6000 flight hours from the modification date per SB L13/068b

3. Glider service life after a change of wings from glider L13A. The fuselage remains original (SB L13/068b not accomplished):

3000 flight hours where the service life is:

- Wing 6000 flight hours from the manufacture date, and
- Fuselage 3000 flight hours from the manufacture date

4. Glider service life after a change of wings from glider L13A. The fuselage is modified per SB L13/068b:

6000 flight hours where the service life is:

- Wing 6000 flight hours from the manufacture date, and
- Fuselage 6000 flight hours from the modification date per SB L13/068b

5. Glider service life after the reconstruction of the wings according to SB L13/117a, Revision 1, **Without Delivered Information**. The fuselage is modified per SB L13/068b:

3750 flight hours where the service life is:

- Wing 3750 flight hours from the manufacture date, and
- Fuselage 6000 flight hours from the modification date per SB L13/068b

6. Glider service life after the reconstruction of the wings according to SB L13/117a, Revision 1, **Without Delivered Information**. The fuselage remains original (SB L13/068b not accomplished):

3000 FH where the service life is:

- Wing 3750 flight hours from the manufacture date, and
- Fuselage 3000 flight hours from the manufacturer date

CAUTIONS Concerning this AMOC

The following are cautions provided by the type design holder, Blaník -Aircraft CZ s.r.o., which need to be understood by the owners/operators prior to having a glider modified:

1. Service life is valid only under the condition that no fatigue cracks are found in critical areas of the glider during the inspection by the type design holder according to SB L13/117a, Revision 1.

2. The technical status of each glider will be properly evaluated by the type design holder before the modification. Any found damages or structural defects may lead to removal of the glider from operation.
3. For any damage that requires a major structural repair, the repair procedure shall always be approved by the FAA before installation.
4. Data from all performed modifications and wing replacements will be recorded and retained. The data will be available for FAA evaluation.

Before using this AMOC, operators are to notify their appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. This approval is subject to the following conditions:

1. The Small Airplane Directorate will revoke this AMOC, if we later determine that this AMOC does not provide an acceptable level of safety.
2. All provisions of AD 2010-18-05 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
3. A copy of this letter is kept with the aircraft logbook.

This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA.

If all the above conditions are met, this global AMOC is granted for all applicable model L-13 Blaník gliders, referenced in AD 2010-18-05.

This AMOC is transferable.

If you have any questions or require additional information, please contact Mr. Jim Rutherford by telephone at 816-329-4165, by fax at 816-329-4090, or by email at jim.rutherford@faa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jacqueline Jambor', is written over a faint, larger blue ink signature that is partially obscured.

Jacqueline Jambor
Manager, Project Support Branch, ACE-112