



U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
901 Locust, Room 301
Kansas City, Missouri 64110

Robert Carlton
Desert Aerospace LLC
604 Newport Ct. SE
Albuquerque, NM 87123

Subject: Global Alternative Method of Compliance (AMOC) request for Airworthiness Directive (AD) 2005-24-01, Docket No. FAA-2005-21951, Directorate Identifier 2005-CE-039-AD for the Centrair Series 101 (Models 101, 101P, 101A and 101AP) Gliders

Dear Mr. Carlton:

This is in response to your letter, dated May 28, 2014, to Mr. Karl Schletzbaum, Federal Aviation Administration, requesting a new global AMOC to the life limitations established by the subject AD. Your AMOC request is to increase the life limitations of the gliders based on a statistical analysis.

We have reviewed your request and note the following:

- We have reviewed data and statements obtained from the type certificate holder. While they did not technically support increasing the life limit; they did provide relevant data and statements to you and the FAA concerning this issue.
- We reviewed this data and information, and analyzed the data utilizing a Zero-Failure Reliability analysis applicable to composite structure.

Based on this analysis, with the statement from the manufacturer that there has been no structurally significant disbonding of composite wing components due to fatigue in the affected fleet of gliders, we approve an increase in the life limits to 4,500 hours. To incorporate the AMOC, the following must be accomplished: where the Actions of AD 2005-24-01 required a pen and ink annotation in the Maintenance Manuals that states:

"The general inspection should be executed every 5 years until the 3,000 hour time-in-service structural life limit is met."

The statement will be revised (or inserted, if not already present) to read:

The general inspection should be executed every 5 years until a 4,500 hour time-in-service structural life limit is met. See Alternate Method of Compliance to AD 2005-24-01 in logbook.

Before using this AMOC, owners and operators are to notify their appropriate principal inspector (PI), 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 2005-24-01 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.

If all the above conditions are met, this AMOC is granted for all affected Centrair Series 101 (Models 101, 101P, 101A and 101AP) Gliders certificated in any category.

In addition, in the future the FAA will consider increasing the life limits (on the same basis as this AMOC) of the affected gliders upon the receipt of a request to amend this AMOC, along with flight hours data for the French gliders in operation, and statements from the TC holder or the French authority (or other authoritative organization) that there have been no structurally significant disbonding of composite wing components due to fatigue in the affected fleet of gliders.

This AMOC is transferable.

If you have any questions or require additional information, please contact Mr. Karl Schletzbaum by telephone at 816-329-4123, email at karl.schletzbaum@faa.gov, or Mr. Mike Reyer by telephone at 816-329-4131, by email at michael.reyer@faa.gov, or either by fax at 816-329-4090.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jacqueline Jambor', is written over a horizontal line.

Jacqueline Jambor
Manager, Project Support Branch, ACE-112