



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

Small Airplane Standards Branch
Policy & Innovation Division
901 Locust, Room 301
Kansas City, Missouri 64106

OCT 16 2017

Stephen Northcraft
Chairman - Government Liaison Committee
The Soaring Society of America, Inc.
PO Box 2100
Hobbs, NM 88241-2100

Subject: Provide Information Regarding Service Life Limit of Intreprinderea De Constructii
Aeronautice Model IS-28B2 Gliders

Dear Mr. Northcraft :

This letter responds to your request for the FAA to provide the glider community with information related to the service life limit of the Intreprinderea De Constructii Aeronautice model IS-28B2 gliders. It has been previously noted that a former design approval holder (DAH) for the model IS-28B2 glider, IAR S.A. Brasov, released mandatory Service Bulletin (SB) No. IS-28B2 / EO-26 in March, 2004, that defined the life limits for these gliders.

The FAA will always encourage owners and operators to follow all replacement times and inspections recommended by a DAH throughout the life cycle of the aircraft in order to keep it in a safe flying condition. However, for in-service aircraft, the FAA will only mandate incorporation of DAH service information if it addresses an unsafe condition as part of an Airworthiness Directive (AD). At this time, the FAA has not issued an AD for the service life limits of the model IS-28B2 gliders.

In addition, regarding information found in the manufacturer's maintenance manual or instructions for continued airworthiness (ICA), Title 14 of the Code of Federal Regulations (14 CFR) part 91.403(c) specifies that no person may operate an aircraft unless the tasks found in the airworthiness limitations section (ALS) of either the manufacturer's maintenance manual or ICA have been complied with. Therefore, only the tasks found in the ALS are considered mandatory by the FAA under the above referenced rule. Tasks that fall in other sections of the maintenance manual or ICA are considered manufacturer recommendations by the FAA.

Furthermore, if the DAH were to issue a new or revised ALS as a type design change, this would not be considered mandatory for in-service aircraft operating pursuant to 14 CFR part 91, unless the aircraft owner/operator voluntarily incorporated the design change, or it was mandated by an AD or other rulemaking action, or it was part of a previously accepted maintenance program. See Special Airworthiness Information Bulletin (SAIB) No. HQ-16-14, dated March 28, 2016, for more information.

If you have any additional questions about the issues presented in this letter, please do not hesitate to contact Mr. Jim Rutherford, Project Officer. He can be reached by telephone at 816-329-4165, by fax at 816-329-4090, or by email at jim.rutherford@faa.gov.

Sincerely,



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