



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

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

JUL 26 2013

Ms. Denise Layton
Executive Director
The Soaring Society of America
P.O. Box 88241
Hobbs, New Mexico 88241

Dear Ms. Layton,

The Federal Aviation Administration issued Airworthiness Directive (AD) 2010-18-05 on August 30, 2010, to the L-13 Blanik glider fleet. This AD was issued due to a potential wing attachment failure that may result in an in-flight break up and effectively grounds all flight operations of the L-13 fleet. This grounding will remain in effect until an FAA approved inspection and modification program is developed for this AD.

As a potential method of compliance to this AD, Aircraft Design and Certification Ltd. (AD&C), based in Germany, submitted an application for a supplemental type certificate (STC) to the FAA Small Airplane Directorate for approval of their inspection and modification program. This application was received in May 2011. The intent of this STC is to modify the existing wing attachment structure as a method of compliance to FAA AD 2010-18-05. Approval of AD&C's STC was granted by the European Aviation Safety Agency (EASA) on February 28, 2012.

The FAA's Small Airplane Directorate reviewed AD&C's data package and identified several technical concerns. These concerns were sent to both AD&C and EASA. FAA and EASA held a teleconference on March 13, 2013, with the primary intent of understanding both agencies' perspective on these issues. FAA has established a fatigue standard for this project that is different from the standards established by EASA. FAA understands why EASA has approved the AD&C STC; however, FAA is requiring the applicant to conduct additional testing for FAA approval. Ultimately, the FAA has established a certification basis (standard) that is different from EASA. The Small Airplane Directorate relayed this position to EASA on April 4, 2013.

FAA evaluation of the AD&C STC technical data is currently complete, and the FAA is waiting for a response from the applicant regarding the FAA's technical concerns. AD&C's STC data package is proprietary; therefore, FAA can only discuss the specific technical questions we have with AD&C and EASA.

Please let me know if you have any further questions or concerns. You may also feel free to contact Mike Kiesov of the Small Airplane Directorate directly, if you need any clarification. He is the assigned FAA engineer coordinating this effort with EASA. He can be reached at 816 329-4144 or by email at Mike.Kiesov@faa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Earl Lawrence". The signature is written in black ink and is positioned below the word "Sincerely,".

Earl Lawrence
Manager, Small Airplane Directorate