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

Aviation Safety

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Kansas City, MO 64106-2641

**SEP 2, 2020**

Mr. Rodger W. Kirkpatrick
NHQ Aircraft Program Manager
Civil Air Patrol
105 S. Hansell St., Bldg 714
Maxwell AFB, AL 36112

Subject: Global Alternative Method of Compliance (AMOC) request for Airworthiness Directive (AD) 2020-16-05, Docket No. FAA-2020-0714; Project Identifier MCAI-2020-00589-G for the Blanik Aircraft CZ s.r.o. Model L 23 Super-Blanik gliders.

Dear Mr. Kirkpatrick:

This is in response to your email dated August 19, 2020, to Mr. Jim Rutherford, Aerospace Engineer, FAA International Validation Branch, requesting a global AMOC to allow an alternate inspection method to be used to comply with paragraph (g)(2) of AD 2020-16-05 for Blanik Aircraft CZ s.r.o. Model L 23 Super-Blanik gliders, all affected serial numbers.

FAA AD 2020-16-05 was prompted by reports of cracking on the rudder control cable attachment screw. The AD was issued to detect and prevent these cracks, which could result in an in-flight collapse of the screw. The AD mandates compliance with Blanik Aircraft CZ s.r.o. Mandatory Bulletin (MB) No. L23/060a, Revision 2, dated March 23. 2020. The MB provides detailed inspection and replacement instructions.

Paragraph (g)(2) of AD 2020-16-05 states the following:

> *"Before further flight after August 28, 2020 (the effective date of this AD), inspect each affected part in accordance with the Working Procedure, paragraphs A.1(1) through A.1(4) or paragraphs A.2(1) through A.2(4), as applicable for each part, of Blanik Mandatory Bulletin Document No. L23/060a, Revision 2, dated March 17, 2020."*

Paragraphs A.1(4) and A.2(4) of MB No. L23/060a, Revision 2, both state, in part, the following:

> *"Perform the penetrant testing on the entire accessible shoulder, thread undercut and thread of the screws* [stud bolts] *and hinge bolt according to specification ASTM E1417-16, TYPE II, METHOD C, FORM e."*

You are requesting the FAA to allow the use of fluorescent dye penetrant in accordance with ASTM E1417-16, TYPE I, METHOD C, FORM d. as an alternative inspection method instead of the 'red dye' penetrant method specified in the MB.

As part of your substantiation, you state that the 'red dye' for the inspection is not commonly available in the United States. In addition, you provide correspondence with the Type Certificate (TC) Holder, Blanik Aircraft CZ s.r.o., showing their concurrence with your proposed alternative inspection method.

The FAA has reviewed your Global AMOC request, the MB No. L23/060a, Revision 2, and the substantiation you provided. Our office coordinated this proposal with the European Union Aviation Safety Agency (EASA), as the state of design authority, and with Blanik Aircraft CZ s.r.o., the TC Holder, to obtain their input. EASA responded that they had no technical objections to the use of fluorescent penetrants qualified against SAE standard AMS 2644 instead of the red dye penetrant method originally prescribed. They also recommended that the inspection process be accordingly adapted for use of fluorescent penetrants. Finally, EASA confirmed that the TC holder also has no technical objections to the proposal.

After further consideration, the FAA approves the request to allow the use of fluorescent dye penetrant in accordance with ASTM E1417-16, TYPE I, METHOD C, FORM d. as an alternative method to accomplish the inspection specified in MB No. L23/060a, Revision 2, paragraphs A.1(4) and A.2(4) and mandated by AD 2020-16-05, paragraph (g)(2).

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 International Validation Branch will revoke this AMOC, if we later determine that this AMOC does not provide an acceptable level of safety.

2. All other provisions of AD 2020-16-05 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.

If all the above conditions are met, this AMOC is granted for all affected Blanik Aircraft CZ s.r.o. Model L 23 Super-Blanik gliders, certificated in any category.

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,

SERGE NAPOLEON

Digitally signed by SERGE NAPOLEON
Date: 2020.09.04 10:22:48 -04'00'

Serge Napoleon
Manager, General Aviation & Rotorcraft Section (AIR-732)
International Validation Branch
Compliance and Airworthiness Division
Aircraft Certification Service