

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	EAD No.: 2007-0219-E Date: 24 August 2007	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name: EUROCOPTER	Type/Model designation(s): EC130 B4 Helicopters	
TCDS Number: EASA R.008		
Foreign AD: Not applicable.		
Supersedure: None		
ATA 56	Windows – Centre Windshield – Inspection/ Operating Limitation / Replacement	
Manufacturer(s):	EUROCOPTER	
Applicability:	EC130 B4 helicopters, all serial numbers.	
Reason:	<p>The Emergency Airworthiness Directive (EAD) is issued following failures of the centre windshield panel in flight. The investigation has revealed that this failure was caused by a crack which started in the blending radius between the lower and upper sections of the windshield.</p> <p>For the reasons described above, this EAD requires a pre-flight inspection of the centre windshield; repair or replacement of cracked windshields; and an airspeed limitation when in-flight distortion of the windshield is detected.</p>	
Effective Date:	28 August 2007	
Compliance:	<p>(1) Before the next flight after the effective date of this directive and thereafter prior to each flight, visually inspect the centre windshield for cracks in accordance with the instructions of paragraph 2.B.1 of EUROCOPTER EC130 B4 Alert Service Bulletin (ASB) No. 05A005 Revision 1;</p> <p>Depending on findings, the following is required:</p> <p>(2) If a crack is found, before next flight, repair or replace the transparent panel in accordance with the instructions of EUROCOPTER EC130 B4 ASB No. 05A005 Revision 1 and of the applicable Maintenance Manual;</p> <p>(3) If no crack is found and distortion of the transparent panel is detected during flight, accomplish the following in accordance with the instructions of paragraph 2.B.2 of the referenced ASB:</p>	

	<p>(a) Reduce the airspeed immediately to 70 KIAS or below; and</p> <p>(b) Before next flight, install a placard on the instrument panel, in full view of the pilot, indicating the 70 KIAS airspeed limitation;</p> <p>(4) If a crack is found after distortion of the transparent panel had been detected in flight:</p> <p>(a) Not later than after the last flight of the day, replace the transparent panel with an airworthy part in accordance with the instructions of EUROCOPTER EC130 B4 ASB No. 05A005 Revision 1;</p> <p>(b) After replacement of the transparent panel, the airspeed limitation placard may be removed from the instrument panel;</p> <p>(5) If no crack is found during pre-flight inspections after distortion of the transparent panel has been detected in flight, within the next 50 flight hours or 15 days after detection, whichever occurs first, replace the transparent panel with an airworthy part in accordance with the instructions of EUROCOPTER EC130 B4 ASB No. 05A005 Revision 1;</p> <p>(6) Repair or replacement of the transparent panel with any spare part currently available does not constitute terminating action for the pre-flight inspection requirements of paragraph (1) of this directive.</p>
<p>Ref. Publication:</p>	<p>EUROCOPTER EC130 B4 ASB No. 05A005 Revision 1 or later approved revisions.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to AD Focal Point, Certification Directorate, EASA; e-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13727 Marignane Cedex - France. Tel: +33 (0) 4 42 85 97 97 - Fax: +33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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