

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0258 Date: 06 December 2010 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : EUROCOPTER	Type/Model designation(s) : EC130 B4 Helicopters
TCDS Number : EASA R.008	
Foreign AD : Not applicable.	
Supersedure : This AD supersedes AD 2007-0219-E, dated 24 August 2007	
ATA 56	Windows – Centre Windshield – Inspection/ Operating Limitation / Replacement
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aerospatiale)
Applicability:	EC 130 B4 helicopters, all serial numbers, except those modified in accordance with EUROCOPTER MOD 07 3590, approved on 08 April 2009.
Reason:	Following report failures of the centre windshield panel in flight the investigations have revealed that this failure was caused by a crack which started in the blending radius between the lower and upper sections of the windshield. This unsafe condition, if not detected and corrected, could lead to serious injury of the helicopter occupants. For the reasons described above, EASA issued Emergency AD 2007-0219-E on 24 August 2007 that required a pre-flight inspection of the centre windshield, repair or replacement (with ones of same design) of cracked windshields and an airspeed limitation when in-flight distortion of the windshield had been observed. On 08 April 2009 a modification ref. MOD 07 3590 of the EC130B4 centre windshield was approved by EASA. This modification incorporated a centre windshield panel Part Number P/N 350A259045.20 of new design. Installation of MOD 07 3590 proved to eliminate the possibility of centre windshield cracks thus providing an alternative terminating action for the

	preflight inspection. While still requiring the pre-MOD 07 3590 centre windshield panels pre-flight inspection, this AD is being issued to require installation of the modified centre windshield after a crack was detected, as well as to unify actions mandated by AD 2007-0219-E to be taken following the crack detection. Note: P/No's of the pre-MOD 07 3590 centre windshield panels are the following: 350A259025.00, 350A259004.00, and 350A259041.20.
Effective Date:	20 December 2010
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after 28 August 2007 (the effective date of AD 2007-0219-E) and thereafter prior to each flight, visually inspect the centre windshield panel for cracks in accordance with the instructions of paragraph 2.B.1 of EUROCOPTER EC130 B4 Alert Service Bulletin (ASB) No. 05A005. (2) If a crack is found, before next flight, replace the centre windshield in accordance with the instructions of ASB No. 05A005 Revision 2. (3) Repair or replacement in accordance with ASB No. 05A005 Revision 1, prior to the effective date of this AD, is acceptable to comply with the requirements of paragraph (2) of this AD. (4) If distortion of the centre windshield is detected in flight reduce the airspeed immediately to 70 KIAS or below. (5) If distortion of the centre windshield has been detected during flight, accomplish the following: (5.1) Before next flight, install a placard on the instrument panel, in full view of the pilot, indicating the 70 KIAS airspeed limitation, in accordance with the instructions of paragraph 2.B.2 of the ASB No. 05A005 and, after the effective date of this AD, insert in the Flight Manual specific pages with the temporary airspeed limitation provided in Appendix paragraph 4 of the ASB No. 05A005 Revision 2; (5.2) Within the next 50 flight hours or 15 days, whichever occurs first after distortion detection, replace the centre windshield panel with P/N 350A259045.20 in accordance with the instructions of paragraph 2.B.3 of the ASB No. 05A005, Revision 2. (5.3) After the replacement of the windshield as required by paragraph (5.2) remove the placard as well as the Flight Manual specific pages addressed in paragraph (5.1). (6) Modification of a helicopter by replacing a centre windshield panel with P/N 350A259045.20 either as required by paragraph (5.2) or as an option, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.
Ref. Publications:	EUROCOPTER EC130 B4 ASB No. 05A005 Revision 1, dated 16 July 2007; EUROCOPTER EC130 B4 ASB No. 05A005 Revision 2, dated 22 November 2010 or later approved revisions.

Remarks :	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STD1) - Aéroport de Marseille Provence 13725 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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