



Area "A": Scratches and pits may be polished out to the extent that vision is not distorted. Distortion of vision is cause for replacement. Cracks, holes or other damage may be temporarily repaired, if vision of crew members will not be impaired, by stop drilling, patching or other approved methods (refer to FAA Advisory Circular 43.13-1. Aircraft Inspection and Repair), but window must be replaced at the earliest opportunity.

Area "B": Scratches and pits are permitted in this area provided they are not so numerous or form such a pattern as to be objectionable to the viewer. Cracks, holes or other damage may be temporarily repaired by stop drilling, patching or other approved methods (refer to FAA Advisory Circular 43.13-1. Aircraft Inspection and Repair.), but window must be replaced at the earliest opportunity.

Area "C": Scratches and pits are permitted in this area, providing the structural integrity of the window is not impaired. Cracks, holes or other damage may be repaired by stop drilling, patching or other approved methods provided structural integrity is not impaired (refer to FAA Advisory Circular 43.13-1. Aircraft Inspection and Repair.)

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Figure 52-14. Windshield and window damage limits