

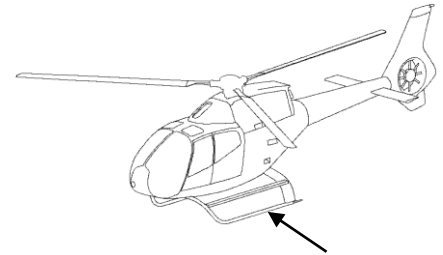
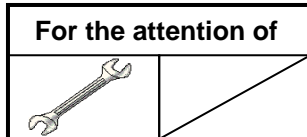
No. EC120-32A014

Civil version(s): B

ALERT SERVICE BULLETIN

PROTECTIVE MEASURE

LANDING GEAR - Landing gear Inspection for corrosion on the landing gear



Revision No.	Date of issue
Revision 0	2022-02-15
Revision 1	2022-10-17

Summary:

During a landing gear inspection, corrosion was found on the rear and front crossbeams and on the junction of the crossbeam and the skid.

Airbus Helicopters thus makes the inspection of the landing gear of EC120 helicopters mandatory to make sure that there is no corrosion on the external and internal sides of the landing gear tubes.

Reason for last Revision:

The purpose of revision 1 of this ALERT SERVICE BULLETIN is to clarify the effectivity and the inspection procedure.

Compliance:

It is mandatory to comply with this ALERT SERVICE BULLETIN.

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1. PLANNING INFORMATION

1.A. EFFECTIVITY

1.A.1. Helicopters/installed equipment or parts

EC120 B helicopters that have a landing gear with an MP/N given in Table 1, and:

- A date of first installation on the helicopter before February 16, 2016 if it can be shown that the helicopter on which it was installed has always been operated in standard conditions
- or
- A date of first installation on the helicopter before February 15, 2022 if it can be shown that the helicopter on which it was installed was operated in specific or severe atmospheric operating conditions.

NOTE 1

For helicopters that have the same landing gear as the one installed at helicopter delivery, you can refer to the helicopter airframe initial date of statement of conformity marked on the helicopter identification plate to know the date of first installation of the landing gear.

NOTE 2

- *If you are not sure about the date of first installation of the landing gear, the date of first installation of the landing gear to record is before February 16, 2016.*
- *If you are not sure about the environmental conditions in which it operated, record that the helicopter was operated in specific or severe atmospheric operating conditions.*

NOTE 3

A landing gear has two skids and two crossbeams. The age of the landing gear is calculated by its oldest part.

NOTE 4

Specific or severe conditions are specified in the MSM "Use of the MSM" chapter 5.7 "Specific and severe atmospheric operating conditions".

Table 1	
Key Word	MP/N
Landing gear assembly	C321A2106102
	C321A2501101
	C321A2501102
	C321A2601051AA
	C321A2501051CA
	C321A2501052

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1.A.2. Non-installed equipment or parts

Landing gears or parts of EC120 B helicopters with an MP/N given in Table 2, and:

- With a date of first installation on the helicopter before February 16, 2016 if it can be shown that the helicopter on which it was installed has always been operated in standard conditions
- or
- With a date of first installation on the helicopter before February 15, 2022 if it can be shown that the helicopter on which it was installed was operated in specific or severe atmospheric operating conditions.

NOTE 5

- *If you are not sure about the date of first installation of the landing gear, the date of first installation of the landing gear to record is before February 16, 2016.*
- *If you are not sure about the environmental conditions in which it operated, record that the helicopter was operated in specific or severe atmospheric operating conditions.*

NOTE 6

A landing gear has two skids and two crossbeams. The age of the landing gear is calculated by its oldest part.

NOTE 7

Specific or severe conditions are specified in the MSM "Use of the MSM" chapter 5.7 "Specific and severe atmospheric operating conditions".

Table 2

Key Word	MP/N
Landing gear assembly	C321A2106102
	C321A2501101
	C321A2501102
	C321A2601051AA
	C321A2501051CA
	C321A2501052
Front crossbeam	C321A2104101
	C321A2506101
	C321A2506102
Rear crossbeam	C321A2105101
	C321A2507101
LH skid assembly	C321A2107101
	C321A2107102
	C321A2503101
	C321A2503102
RH skid assembly	C321A2108101
	C321A2108102
	C321A2502101
	C321A2502102

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1.B. ASSOCIATED REQUIREMENTS

Not applicable.

1.C. REASON

Revision 0:

During an inspection, corrosion was found:

- On the rear crossbeam, at the clamp position
- On the rear junction fitting between the skid and the rear crossbeam
- In the splicing area between the front crossbeam and the skid.

Airbus Helicopters thus tells the customer to do an inspection of the landing gear of EC120 helicopters to make sure that there is no corrosion on the external and internal sides of the landing gear tubes.

Revision 1:

The purpose of revision 1 of this ALERT SERVICE BULLETIN is to clarify the effectivity and the inspection procedure.

Revision 1 of this ALERT SERVICE BULLETIN has an effect on the execution of the compliance with Revision 0 for helicopters which have not done the inspection of the internal side of the landing gear tube ([paragraph 3.B.2.b.](#)).

1.D. DESCRIPTION

This ALERT SERVICE BULLETIN makes sure that there is no corrosion on the external and internal sides of the landing gear tube.

1.E. COMPLIANCE

1.E.1. Compliance at H/C manufacturer level

Not applicable.

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1.E.2. Compliance in service

It is the operator who does the work on the helicopter and on non-installed equipment.

Helicopters/installed equipment or parts:

- For helicopters which have not complied with revision 0 of this ALERT SERVICE BULLETIN:

. Helicopters with landing gear that was operated in standard conditions and with a date of first installation on the helicopter before February 16, 2016:

.. Comply with [paragraph 3.](#) not more than 24 months and 73 days after you received Revision 0 of this ALERT SERVICE BULLETIN. Refer to the issue date on the page footer.

. Helicopters with landing gear that was operated in specific and severe atmospheric operating conditions **and** first installed between February 16, 2016 and February 15, 2022:

.. Comply with [paragraph 3.](#):

- Not more than 24 months and 73 days after you received Revision 0 of this ALERT SERVICE BULLETIN. Refer to the issue date on the page footer.

Or,

- Not more than 7 years after the first installation of the landing gear (the first limit you get to is applicable).

. Helicopters with landing gear that was operated in specific and severe atmospheric operating conditions **and** first installed before February 16, 2016:

.. Comply with [paragraph 3.](#) not more than 12 months and 36 days after you received Revision 0 of this ALERT SERVICE BULLETIN. Refer to the issue date on the page footer.

- For helicopters which have only done the external inspection through Revision 0 of this ALERT SERVICE BULLETIN:

. Comply with [paragraph 3.B.2.b](#) (internal inspection) of this ALERT SERVICE BULLETIN in accordance with the compliance time of Revision 0. Refer to the issue date on the page footer.

NOTE 8

Removal of the landing gear is not necessary to do only the internal inspection.

- For helicopters which have done the external and internal inspections through Revision 0 of this ALERT SERVICE BULLETIN:

. No more action is required.

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Non-installed equipment or parts:

- **For Landing gears or parts which have not complied with revision 0 of this ALERT SERVICE BULLETIN:**
 - . Comply with [paragraph 3.](#) (but this is not applicable to paragraphs [3.B.1.](#) and [3.B.3.](#)) of this ALERT SERVICE BULLETIN before installation on the helicopter.
- **For Landing gears or parts which have only done the external inspection through revision 0 of this ALERT SERVICE BULLETIN:**
 - . Comply with [paragraph 3.B.2.b.](#) (internal inspection) of this ALERT SERVICE BULLETIN in accordance with the compliance time of Revision 0. Refer to the issue date on the page footer.
- **For Landing gears or parts which have done the external and internal inspections through revision 0 of this ALERT SERVICE BULLETIN:**
 - . No more action is required.

1.F. APPROVAL

Approval of modifications:

Not applicable.

Approval of this document:



The technical information contained in this ALERT SERVICE BULLETIN Revision 0 was approved on February 15, 2022 under the authority of EASA Design Organization Approval No. 21J.700 for civil version helicopters subject to an Airworthiness Certificate.

The technical information contained in this ALERT SERVICE BULLETIN Revision 1 was approved on October 14, 2022 under the authority of EASA Design Organization Approval No. 21J.700 for civil version helicopters subject to an Airworthiness Certificate.

1.G. MANPOWER



Airbus Helicopters recommends that the personnel who will do this ALERT SERVICE BULLETIN have this qualification:

Qualification: 1 Mechanical Technician.



The man-hours are an estimate given for information only and for a standard helicopter configuration.

Estimated Man-hours: 2 hours for the Mechanical Technician to do the inspection.



The helicopter downtime is an estimate given for information only and for a standard helicopter configuration.

The estimate of the helicopter downtime is half a day for the inspection.

1.H. WEIGHT AND BALANCE

There is no change in weight and moment.

1.I. POWER CONSUMPTION

Not applicable.

1.J. SOFTWARE UPGRADES/UPDATES

Not applicable.

1.K. REFERENCES

These documents are necessary to comply with this ALERT SERVICE BULLETIN:

Aircraft Manual Maintenance (AMM)

- AMM: 32-12-00, 4-1: Removal / Installation - Landing Gear - Landing Gear
- AMM: 32-12-00, 4-2: Assembly / Disassembly - Landing Gear - Landing Gear
- AMM: 32-12-00, 8-2: Rivet Replacement - Forward Cross Tube / Skids Assembly - Landing Gear

Standard Practices Manual (MTC)

- MTC: 20-02-05-404: Assembly by screws and nuts - Joining
- MTC: 20-02-06-404: Safetying with cotter pins - Safetying and locking assemblies
- MTC: 20-04-01-102: Use of cleaning products on individual parts and on aircraft - Cleaning
- MTC: 20-04-01-402: Cleaning of removed individual parts with liquid solvents - Cleaning
- MTC: 20-04-04-403: Touch-up of the Alodine 1200 protection (Bonderite M-Cr 1200) - Surface treatment before painting
- MTC: 20-04-05-101: Painting equipment and paint touch-ups - General - Paint and primer application procedure
- MTC: 20-04-05-402: Application of Primer EPOXY P05-P20 - Paint and primer application procedure
- MTC: 20-07-02-201: Helicopter parked in repair shop - Safety instructions
- MTC: 20-07-03-408: Appearance checks on an aircraft after an inspection or repair - Technical instructions
- MTC: 20-08-05-103: Monitoring of parts in operation - marking - service life customization - General rules applicable to aircraft
- MTC: 20-90-01-104: Types of corrosion - General information on corrosion
- MTC: 20-90-03-101: Inspection methods - Corrosion detection
- MTC: 20-90-03-106: Ultrasonic detection - Corrosion detection
- MTC: 20-90-04-101: General - Corrosion treatment
- MTC: 20-90-04-301: Anti-corrosion products - Corrosion treatment
- MTC: 20-90-04-401: General reconditioning method for corroded surfaces - Corrosion treatment
- MTC: 20-90-04-402: Specific treatment procedures - Corrosion treatment
- MTC: 20-90-05-101: General information - Repairs
- MTC: 20-90-05-401: Alodine 1200 treatment (aluminum alloys) - Repairs

Information Notice (IN)

- IN 3481-I-00: The Marketplace: an AirbusWorld eOrdering service
- IN 3785-I-00: Introduction of the digital Service Bulletin reporting service SB Insight

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1.L. OTHER AFFECTED PUBLICATIONS

Airbus Helicopters will update the manuals shown below in relation to this ALERT SERVICE BULLETIN:

- Aircraft Maintenance Manual (AMM)
- Master Servicing Manual (MSM).

Airbus Helicopters will update the AMM and the MSM when the customer sends an order for them.

1.M. PART INTERCHANGEABILITY OR MIXABILITY

This ALERT SERVICE BULLETIN has no effect on the interchangeability and mixability.

2. EQUIPMENT OR PARTS INFORMATION

2.A. EQUIPMENT OR PARTS: PRICE - AVAILABILITY - PROCUREMENT

Price

If the corrosion is more than the criteria and aligned with your Technical Event report, Airbus Helicopters will apply a special commercial policy for new components, based on the age of the landing gear.

Availability

Contact the Sales and Customer Relations Department to know the delivery lead times.

Procurement

Send an order for the necessary quantities to the Airbus Helicopters Network Sales and Customer Relations Department:

Airbus Helicopters
Etablissement de Marignane
Direction Ventes et Relations Client
13725 MARIGNANE CEDEX
FRANCE

In the purchase order, write the information that follows:

- The mode of transport
- The destination
- The serial numbers of the helicopters to change.

2.B. LOGISTIC INFORMATION

Not applicable.

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2.C. EQUIPMENT OR PARTS REQUIRED PER HELICOPTER/COMPONENT

Kits to be ordered for one helicopter or one assembly:

Key Word	Qty	New P/N	Item	Former P/N →	Instruction
Blanking cap	2	C321A2509201 or C321A2509202	1	C321A2509201 or C321A2509202	

Consumables to be ordered separately:

Refer to the Tasks and Work Cards identified in this ALERT SERVICE BULLETIN and the list below.

Key Word	Qty	P/N	CM	Item
Alodine 1200	A/R	/	CM 324	2
Primer P05	A/R	DHS186-111-20	CM 487	3
Primer P20	A/R	DHS186-111-40	CM 488	4

NOTE

When you order primer P05 (DHS186-111-20), you will also order hardener (DHS186-111-21) and thinner (DHS186-111-22).

You can send an order for the consumables from the AirbusWorld Marketplace through e-ordering (IN 3481-I-00).

If you cannot get access to e-ordering, please contact your Logistic Focal Point.

Special tools:

Refer to the Tasks and Work Cards identified in this ALERT SERVICE BULLETIN and the list below:

Key Word	Qty	Tool P/N or equivalent	Item
Borescope	1	Commercial	zz
Olympus 45MG ultrasonic thickness gauge or equivalent	1	Commercial	} yy
Virtual-45MG-EETC software opt or equivalent	1	Commercial	
Thru Coat Transducer D7908 or equivalent	1	Commercial	
Standard aluminum 2024 step blocks	1	Commercial	

2.D. EQUIPMENT OR PARTS TO BE RETURNED

Not applicable.

3. ACCOMPLISHMENT INSTRUCTIONS

3.A. GENERAL

- Comply with the instructions about the assembly by screws and nuts. Refer to Work Card 20-02-05-404 (MTC).
- Comply with the instructions about the safetying with split pins. Refer to Work Card 20-02-06-404 (MTC).
- Comply with the general instructions about helicopters parked in a repair shop. Refer to Work Card 20-07-02-201 (MTC).
- Comply with the general information about the types of corrosion. Refer to Work Card 20-90-01-104 (MTC).
- Comply with the inspection methods for corrosion detection. Refer to Work Card 20-90-03-101 (MTC).
- Comply with the instructions about ultrasonic corrosion detection. Refer to Work Card 20-90-03-106 (MTC).
- Comply with the instructions about anti-corrosion products for corrosion treatment. Refer to Work Card 20-90-04-301 (MTC).
- Comply with the general method for restoring corroded surfaces. Refer to Work Card 20-90-04-401 (MTC).
- Comply with the specific treatment procedures for corrosion. Refer to Work Card 20-90-04-402 (MTC).
- Comply with the general information about repairs. Refer to Work Card 20-90-05-101 (MTC).

3.B. WORK STEPS



CAUTION

MAKE SURE THAT YOU PREVENT ALL POSSIBLE FOD.

3.B.1. Preliminary steps

- Park the helicopter in a maintenance shop.
- Install the applicable access equipment.
- Remove the landing gear. Refer to Task 32-12-00, 4-1 (AMM).

3.B.2. Procedure

3.B.2.a. External inspection (Figure 3)

- Remove the landing gear fairing (not shown) from the rear crossbeam (a). Refer to Task 32-12-00, 4-1 (AMM).
- Clean the outer side of the landing gear tubes (a), (c), (d) and (e) (Detail A, [Figure 3](#)). Refer to Work Card 20-04-01-102 (MTC) and Work Card 20-04-01-402 (MTC).

NOTE 1

Zones B, C, D, E, F and M are included in the cleaning and the inspection of the landing gear tubes (a), (c), (d) and (e).

- Do an external visual inspection of the landing gear tubes (a), (c), (d) and (e) to make sure that there are no cracks and no corrosion.
 - . If you find at least one crack:
 - .. Contact Airbus Helicopters at the address that follows to get a technical solution:
 - ... Airbus World: Technical Request Management <https://airbusworld.helicopters.airbus.com>
 - ... E-mail: support.technical-optional.ah@airbus.com
 - ... Fax: + 33 (0) 4 42 85 99 66

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- . If you find any corrosion within zones C or E:
 - .. Disassemble the landing gear. Refer to Task 32-12-00, 4-2 (AMM).
 - .. Remove the corrosion from all the zones. Refer to Work Card 20-90-04-101 (MTC).
- . If you find corrosion only within zones B, D, F or M:
 - .. Remove the corrosion from all the zones. Refer to Work Card 20-90-04-101 (MTC).
- . Then, in all cases, comply with paragraph 3.B.2.b.

3.B.2.b. Internal inspection ([Figure 3](#))

- With the borescope (zz), examine the inner side of the landing gear tubes (a), (c), (d) and (e) for corrosion and cracks. Refer to Detail A, [Figure 3](#), and the criteria of [Table 3](#).

NOTE 2

If only the internal inspection is to be done, removal of the landing gear is not necessary.

NOTE 3

To examine zones E and D, make sure that the length of the borescope (zz) is sufficient and the diameter is less or equal to 8 mm (.098 in).

NOTE 4

To do the borescope inspection of the landing gear tubes (a), (c), (d) and (e), you can remove the screws (j) or the blanking cap assembly (b) (Detail D, [Figure 3](#)). Refer to the principle of Task 32-12-00, 4-2 (AMM).

NOTE 5

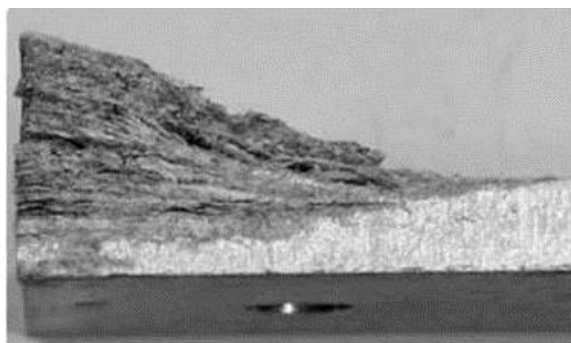
To do the borescope inspection of the landing gear tube (a), you can remove the screws (k) (Detail D, [Figure 3](#)). Refer to the principle of Task 32-12-00, 4-2 (AMM), if necessary.

NOTE 6

You can use the holes of the screws (not shown) at clamp position F to do the borescope inspection in zones E and D, if necessary.

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- Clean the inner side of the landing gear tubes (a), (c), (d) and (e). Refer to Work Card 20-04-01-102 and Work Card 20-04-01-402 (MTC), if necessary.
- . If you find at least one crack or leafing corrosion or exfoliant corrosion (Figures 1 and 2):
 - .. Contact Airbus Helicopters at the address that follows to get a technical solution:
 - ... Airbus World: Technical Request Management <https://airbusworld.helicopters.airbus.com>
 - ... E-mail: support.technical-optional.ah@airbus.com
 - ... Fax: + 33 (0) 4 42 85 99 66



[Figure 1](#)



[Figure 2](#)

- . If you find any corrosion within zones C or E:
 - .. Disassemble the landing gear. Refer to Task 32-12-00, 4-2 (AMM).
 - .. Remove the corrosion from all the zones. Refer to Work Card 20-90-04-101 (MTC).
 - .. Comply with paragraph [3.B.2.c](#).
- . If you find corrosion only within zones B, D, F or M:
 - .. Remove the corrosion from all the zones. Refer to Work Card 20-90-04-101 (MTC).
 - .. Comply with paragraph [3.B.2.c](#).
- . If you do not find external nor internal corrosion nor cracks:
 - .. Install the screws (j) or the blanking cap assembly (b) or (1) and the screw (k). Refer to Task 32-12-00, 4-2 (AMM) (Detail D, [Figure 3](#)).
 - .. Comply with paragraph [3.B.2.d](#).

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3.B.2.c. Permitted criteria

- With the Ultrasonic thickness gauges Olympus 45MG (or equivalent) (yy) and Work Card 20-90-03-106 (MTC), measure the remaining thickness of the landing gear tubes in the zones where you removed corrosion.

NOTE 7

The measurement of the remaining thickness with ultrasonic thickness gauges must usually be done on surfaces without protection after a local sanding of the protections (not applicable to a-scan device).

Device calibration can be done with:

- Step calibration block made of 2024 aluminum
- or
- 2 different edges of landing gear tubes and a caliper.

NOTE 8

When you use the Ultrasonic thickness gauges Olympus 45MG (or equivalent) (yy), it is not necessary to remove the paint to do the check of the thickness of the landing gear tubes.

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- Interpret the results as shown in Table 3:

Table 3		
Zones	Location	Permitted criteria
M	Below the two half-bearings of the rear crossbeam (a).	Make sure that there is a minimum thickness of 7 mm (.275 in.).
	Over 100 mm (3.937 in.) inboard and 100 mm (3.937 in.) outboard of the clamp	
B1	On the LH/RH fitting, in the rear crossbeam (a) fitting zone, (Detail B, Figure 4).	Make sure that there is a minimum thickness of 3.4 mm (.133 in.).
B2	On the LH/RH rear crossbeam (a), in the fitting zone, (Detail B, Figure 4).	Make sure that there is a minimum thickness of 4 mm (.157 in.).
C1	On the LH/RH skid assemblies (c) and (e), (Detail C, Figure 4).	Make sure that there is a minimum thickness of 2.3 mm (.090 in.).
C2	On the fitting, in the junction zone of the LH/RH skid assemblies (c) and (e), (Detail C, Figure 4).	Make sure that there is a minimum thickness of 2.3 mm (.090 in.).
D	Zone of the LH/RH front footstep.	Make sure that there is a minimum thickness of 2.4 mm (.094 in.).
E	On the front crossbeam (d).	Make sure that there is a minimum thickness of 2.3 mm (.090 in.).
	On the LH/RH skid assembly (c).	Make sure that there is a minimum thickness of 1.9 mm (.075 in.).
F	Below the half-bearings of the front crossbeam (d).	Make sure that there is a minimum thickness of 2.9 mm (.114 in.).
	From 100 mm (3.937 in.) outboard of the LH clamp to 100 mm (3.937 in.) outboard of the RH clamp.	

NOTE 9

Criteria in ZONE E are the same for sleeved and assembled landing gears.

- If the corrosion **is not more than** the criteria in [Table 3](#):
 - . Comply with paragraph [3.B.2.d](#).
- If the corrosion **is more than** the criteria in [Table 3](#):
 - . Contact Airbus Helicopters at the address below to get a technical solution:
 - .. Airbus World: Technical Request Management <https://airbusworld.helicopters.airbus.com>
 - .. E-mail: support.technical-optionnal.ah@airbus.com
 - .. Fax: + 33 (0) 4 42 85 99 66

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3.B.2.d. Complementary actions

- Below the collar in zones M and F ([Figure 3](#)) and in the reworked zones, apply:
 - . Chemical conversion coating (Alodine 1200) (2). Refer to Work Card 20-90-05-401 (MTC).
 - . A double layer of chromate Primer P05 (3) and Primer P20 (4). Refer to Work Card 20-04-05-101 (MTC).
- If the landing gear has not been disassembled and if rivets are loose and/or missing and if there is no corrosion evidence, replace all the missing or loose rivets. Refer to Task 32-12-00, 8-2 (AMM).
- If the landing gear has been disassembled during the compliance of paragraph [3.B.2.a.](#) or paragraph [3.B.2.b.](#), assemble the landing gear. Refer to Task 32-12-00, 4-2 (AMM), if necessary.
- If the landing gear fairing (not shown) has been removed during the compliance of the paragraph [3.B.2.a.](#), install the landing gear fairing (not shown) on the rear crossbeam (not shown). Refer to Task 32-12-00, 4-1 (AMM).
- Comply with paragraph [3.B.3.](#) and [3.C.](#)

3.B.3. Final steps

- Install the landing gear. Refer to Task 32-12-00, 4-1 (AMM).
- Remove the access equipment.
- Clean the work zones and the helicopter. Refer to Work Card 20-07-03-408 (MTC).
- Set the helicopter to flight condition.

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3.C. RECORD OF COMPLIANCE

Compliance with this document:

- Record the full compliance with this ALERT SERVICE BULLETIN, with the revision number, in the helicopter documents.
- Record the full compliance with this ALERT SERVICE BULLETIN (see IN 3785-I-00 for instructions):
QR code or hypertext link



NOTE 10

The recording of compliance with ALERT SERVICE BULLETINS in the SB Insight tool does not replace the recording in the helicopter documents.

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Identification of modifications on equipment or parts:

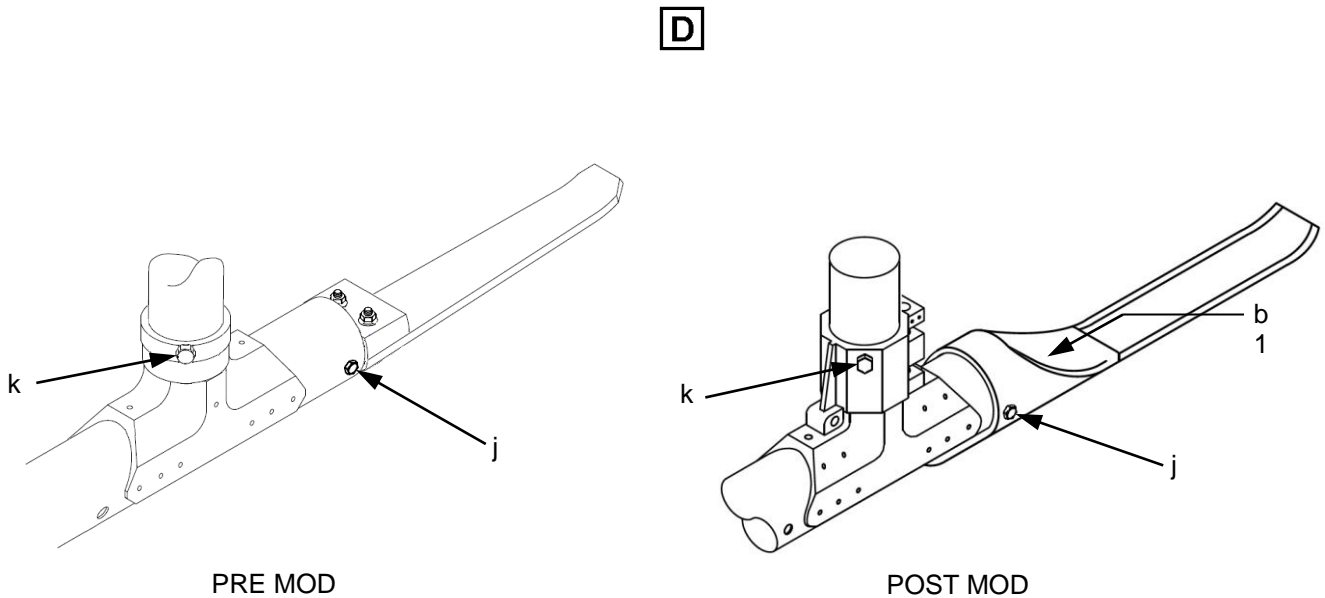
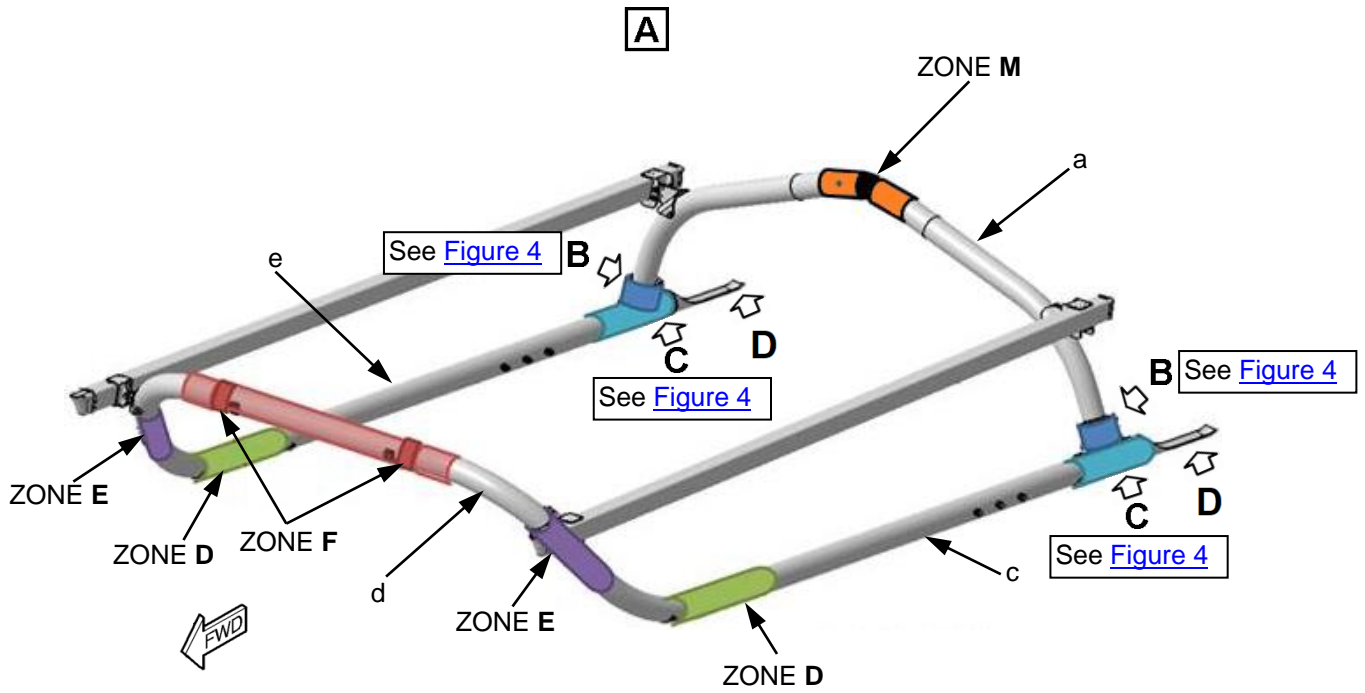
- Identify the landing gear refer to table below and Work Card 20-08-05-103 (MTC).

Key Word	Old MP/N	New MP/N	MOD	Marking type
Landing gear assembly	C321A2106102	C321A2106102 + ASB No. 32A014	/	Indelible ink
	C321A2501101	C321A2501101 + ASB No. 32A014	/	Indelible ink
	C321A2501102	C321A2501102 + ASB No. 32A014	/	Indelible ink
	C321A2601051AA	C321A2601051AA + ASB No. 32A014	/	Indelible ink
	C321A2501051CA	C321A2501051CA + ASB No. 32A014	/	Indelible ink
	C321A2501052	C321A2501052 + ASB No. 32A014	/	Indelible ink
Front crossbeam	C321A2104101	C321A2104101 + ASB No. 32A014	/	Indelible ink
	C321A2506101	C321A2506101 + ASB No. 32A014	/	Indelible ink
	C321A2506102	C321A2506102 + ASB No. 32A014	/	Indelible ink
Rear crossbeam	C321A2105101	C321A2105101 + ASB No. 32A014	/	Indelible ink
	C321A2507101	C321A2507101 + ASB No. 32A014	/	Indelible ink
LH skid assembly	C321A2107101	C321A2107101 + ASB No. 32A014	/	Indelible ink
	C321A2107102	C321A2107102 + ASB No. 32A014	/	Indelible ink
	C321A2503101	C321A2503101 + ASB No. 32A014	/	Indelible ink
	C321A2503102	C321A2503102 + ASB No. 32A014	/	Indelible ink
RH skid assembly	C321A2108101	C321A2108101 + ASB No. 32A014	/	Indelible ink
	C321A2108102	C321A2108102 + ASB No. 32A014	/	Indelible ink
	C321A2502101	C321A2502101 + ASB No. 32A014	/	Indelible ink
	C321A2502102	C321A2502102 + ASB No. 32A014	/	Indelible ink

3.D. OPERATING AND MAINTENANCE INSTRUCTIONS

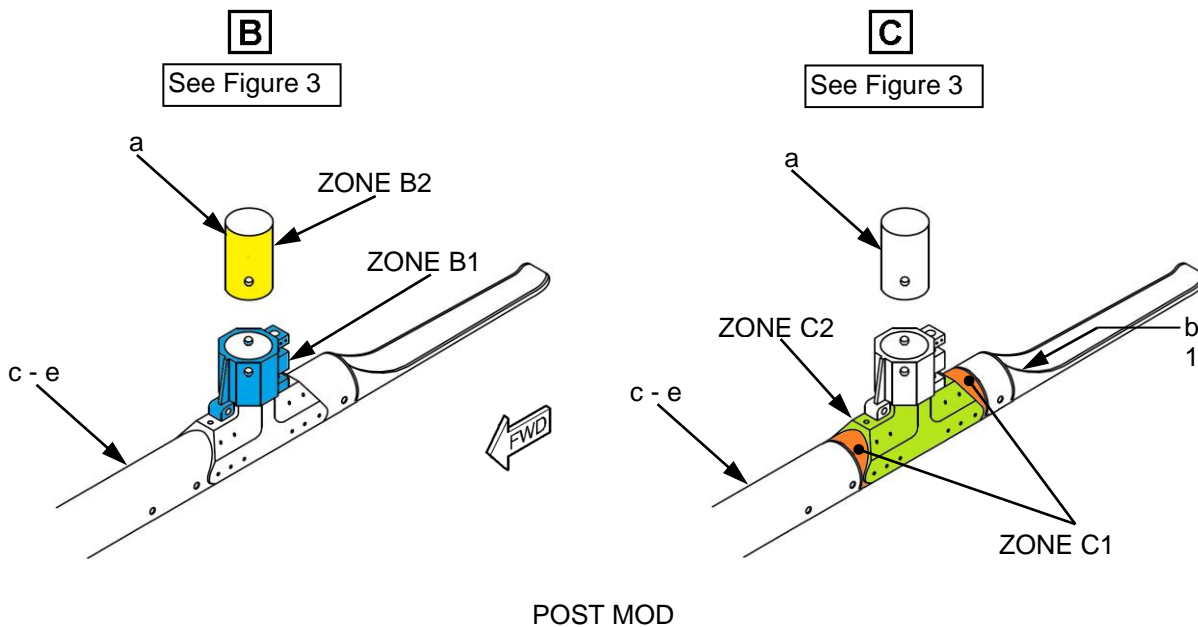
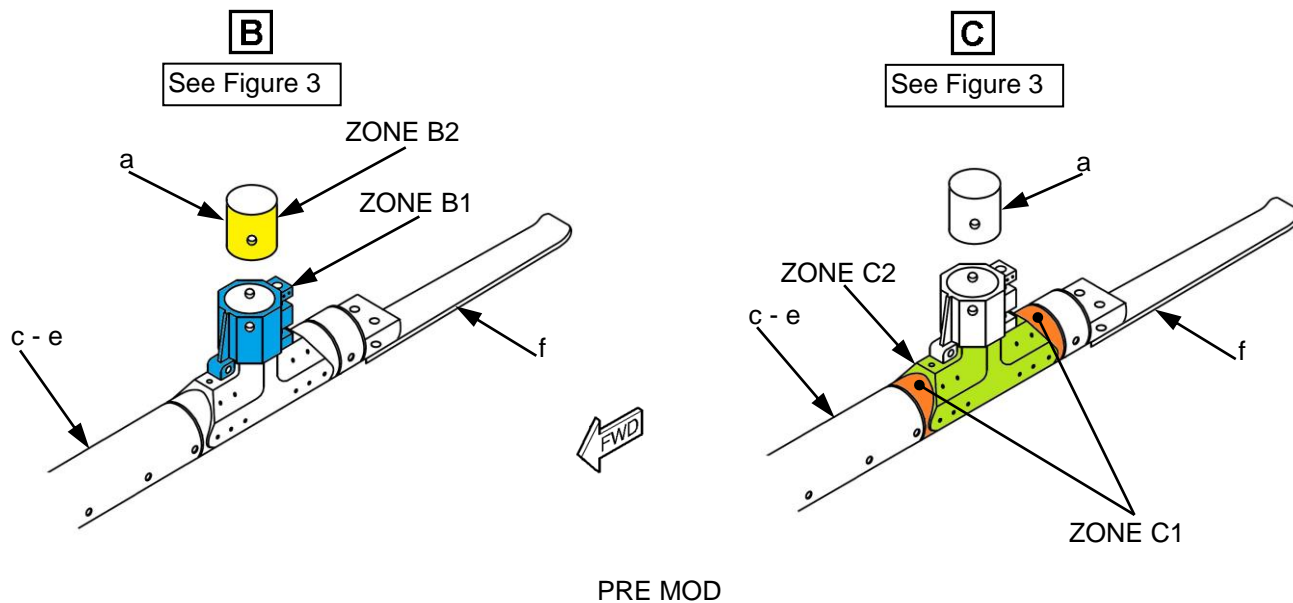
Not applicable.

No. EC120-32A014



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Figure 3



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Figure 4

No. EC120-32A014

4. APPENDIX

RESPONSE FORM for ALERT SERVICE BULLETIN No. 32A014 "Inspection of the landing gear"

Complete the form and send it to:

- Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>
- E-mail: support.technical-airframe.ah@airbus.com
- Fax: + 33 (0) 4 42 85 99 66

General information

H/C Type:	
S/N:	
Delivery Date:	
FH:	
Number of landings:	

Replacement of landing gear parts

P/N	Designation	Reason for replacement	Date

Table of recording results

Result (photo)	Part concerned	Location (M, B1, B2, C1, C2, D, E, F)	Type	Damage size (approx.)	Thickness after rework	Thickness in healthy zone near the damage
<i>Example</i>	<i>Front crossbeam</i>	<i>Below the junction collar</i>	<i>Surface corrosion</i>	<i>20 mm X 30 mm</i>	<i>4.2 mm</i>	<i>5 mm</i>

Date: _____

Signature: _____

Please make a copy of this page. The original form must stay in the ALERT SERVICE BULLETIN.