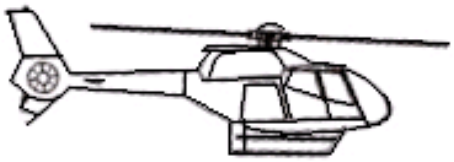


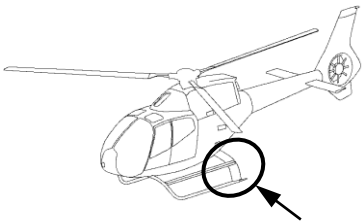
No. EC120-32-009

Civil version: B

SERVICE BULLETIN

CORRECTIVE MEASURE

LANDING GEAR
New binding clamps of the landing gear fairings



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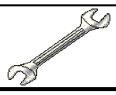


Revision No.	Date of issue
Revision 0	2020-06-16
Revision 1	2022-01-20

Summary:

The purpose of this Service Bulletin is to replace the binding clamps of the landing gear fairings to improve their stability and reduce the risks of damage to the landing gear.

Reason for last Revision:

The purpose of the revision 1 of this Service Bulletin is to replace the binding clamps of the landing gear fairings with shorter binding clamps.

Compliance:

Airbus Helicopters recommends compliance with this Service Bulletin.

1. PLANNING INFORMATION

CAUTION

THIS SERVICE BULLETIN IS WRITTEN BASED ON THE ORIGINAL HELICOPTER CONFIGURATION (AS DEFINED IN THE INDIVIDUAL INSPECTION LOG BOOK (RIC)). IT ALSO TAKES INTO ACCOUNT ALL AIRBUS HELICOPTERS APPROVED CONFIGURATION CHANGES MADE AFTER DELIVERY, IF AIRBUS HELICOPTERS WAS INFORMED OF THEM. IT IS THE RESPONSIBILITY OF THE OPERATOR TO CHECK THE COMPATIBILITY OF ANY MODIFICATIONS WITH THE CURRENT HELICOPTER CONFIGURATION. IF MODIFICATIONS ARE INCOMPATIBLE, IT IS THE RESPONSIBILITY OF THE OPERATOR TO DEFINE THE NECESSARY ADAPTATION WORK AND HAVE THEM APPROVED BY THE AIR TRANSPORT AUTHORITIES IN THE COUNTRY CONCERNED, AND TO MAKE SURE THAT THEIR AIRWORTHINESS IS FOLLOWED UP.

1.A. EFFECTIVITY

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

Helicopters with a serial number less than or equal to 1700 or between 8001 and 8034.

NOTE

Refer to the Individual Inspection Log Book (RIC) and Aircraft Log Book to identify the current modification status of the helicopter.

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

Not applicable.

1.B. ASSOCIATED REQUIREMENTS

Not applicable.

1.C. REASON

Revision 0:
During the landings/takeoffs, the landing gear tube undergoes a significant movement, thus the binding clamps undergo the same movement. After the rupture of the clamp, the fairing moves in flight as a result of aerodynamic loads. Thus, marks can appear on the tube.

The purpose of this Service Bulletin is to replace the binding clamps of the landing gear fairings to improve their stability and reduce the risks of damage to the landing gear.

Revision 1:
The purpose of the revision 1 of this Service Bulletin is to replace the binding clamps of the landing gear fairings with shorter binding clamps.

Revision 1 of this Service Bulletin affects compliance with revision 0 of this Service Bulletin.

1.D. DESCRIPTION

This Service Bulletin consists in removing the binding clamps from the fairings and installing new binding clamps on the landing gear fairings.

1.E. COMPLIANCE

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

Not applicable.

1.E.2. Compliance in service

The work must be performed on the helicopter by the operator.

Helicopters/installed equipment or parts:

Comply with paragraph 3.B. of this Service Bulletin.

Non-installed equipment or parts:

Not applicable.

1.F. APPROVAL

Approval of modifications:

The information or instructions relate to modification COA08004, which was approved through Compliance Record Document (CRD) COA08004B on October 02, 2019 under the EASA Design Organization Approval No. 21J.700 for civil version helicopters subject to an Airworthiness Certificate.

Approval of this document:

The technical information contained in this Service Bulletin Revision 0 was approved on May 29, 2020 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 Service Bulletin Revision 1 was approved on January 19, 2022 under the authority of EASA Design Organization Approval No. 21J.700 for civil version helicopters subject to an Airworthiness Certificate.

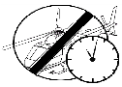
1.G. MANPOWER

For compliance with this Service Bulletin, Airbus Helicopters recommends the following staff qualifications:

Qualification: 1 Airframe Technician

The Estimated Man-hours are indicated for reference purposes only and based on a standard helicopter configuration.

Estimated Man-hours: 4 hours for the Airframe Technician



Estimated helicopter downtime is indicated for reference purposes only, based on a standard helicopter configuration.

Helicopter downtime is estimated at one half-day.

1.H. WEIGHT AND BALANCE

- Weight: + 0.107 kg.

- Moment:
  . Longitudinal: + 0.508 m.kg

After work completion, record new weights and moments in your dedicated document.

1.I. POWER CONSUMPTION

Not applicable.

1.J. SOFTWARE UPGRADES/UPDATES

Not applicable.

1.K. REFERENCES

The following documents are required for compliance with this Service Bulletin.

Aircraft Maintenance Manual
AMM : 32-12-00, 4-1 : Removal / Installation - Landing Gear
AMM : 53-70-00, 4-1 : Removal / Installation - Fairings under the Cabin

Standard Practices Manual
MTC: 20-01-03-102: Classification and use of elastomers - Materials used on helicopters
MTC: 20-02-05-404: Assembly by screws and nuts - Joining
MTC: 20-02-05-406: Installation of wide-band jubilee clip clamps - Joining
MTC: 20-02-06-401: Safetying plain pins - Safetying and locking assemblies
MTC: 20-02-06-402: Safetying with lockwire - Safetying and locking assemblies
MTC: 20-07-02-201: Helicopter parked in a repair shop - Safety instructions
MTC: 20-07-03-408: Appearance checks on an aircraft after inspection or repair - Technical instructions

Information Notice (IN):

IN 3481-I-00: The Marketplace: an AirbusWorld eOrdering service
IN 3643-I-00: Introduction of the digital Service Bulletin reporting service R-TEX

1.L. OTHER AFFECTED PUBLICATIONS

CAUTION

TO COMPLY WITH THIS SERVICE BULLETIN, THE OPERATOR MUST MAKE SURE THAT ALL THE MAINTENANCE DOCUMENTS REQUIRED FOR THE MAINTENANCE OF THIS INSTALLATION ARE AVAILABLE. IF NOT, IT IS THE OPERATOR'S RESPONSIBILITY TO OBTAIN THE DOCUMENTS FROM THE USUAL AIRBUS HELICOPTERS CONTACT.

Publications to be updated:

This modification will be integrated into the following manual:
AMM (Aircraft Maintenance Manual).

This document will be issued at a later date.

Revision of the IPC document (Illustrated Parts Catalog) will be updated on the customer's order.

1.M. PART INTERCHANGEABILITY OR MIXABILITY

Interchangeability:

PRE MOD and POST MOD binding clamps are not interchangeable.

Mixability:

Mixing between PRE MOD and POST MOD binding clamps is prohibited.

2. EQUIPMENT OR PARTS INFORMATION

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

Price

For any information on the components or for assistance, contact the Airbus Helicopters Network Sales and Customer Relations Department.

Availability

Delivery lead times will be indicated by the Sales and Customer Relations Department on the operator's request.

Procurement

Order the required quantity from the Airbus Helicopters Network Sales and Customer Relations Department:

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

NOTE

On the purchase order, please specify the mode of transport, the destination and the serial numbers of the helicopters to be modified.

2.B. LOGISTIC INFORMATION

Not applicable.

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	Old P/N →	Instruction
Binding clamp	6	ASNA0032H082	1		Discard
Elastomer tube	6	350A41-0030-30	3		

Equipment or parts to be ordered separately:

Key Word	Qty	New P/N	Item	Old P/N →	Instruction
Lockwire	2 m	EN3628-0,8 (CM 776)	4		
Lining profile	1 m	MBBN3406-7	5		

Consumables to be ordered separately:

Refer to Work Cards and/or Tasks given in this Service Bulletin and list below:

Key Word	Qty	P/N	CM	Item
Adhesive (non-structural)	0.25 kg	DHN1-019-0302	6305	2

You can send an order for the consumables from the AirbusWorld Market place 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 Work Cards and Tasks specified in this Service Bulletin.

2.D. EQUIPMENT OR PARTS TO BE RETURNED

Not applicable.

3. ACCOMPLISHMENT INSTRUCTIONS

3.A. GENERAL

- Comply with the instructions on classification and use of elastomers on the helicopter. Refer to Work Card 20-01-03-102 (MTC).
- Comply with the instructions for the installation of the large-band worm screw binding clamps. Refer to Work Card 20-02-05-406 (MTC).
- Comply with the instructions for the safetying of plain pins. Refer to Work Card 20-02-06-401 (MTC).
- Comply with the instructions on safetying with lockwire. Refer to Work Card 20-02-06-402 (MTC).

Unless specified differently, apply the standard tightening torque values. Refer to Work Card 20-02-05-404 (MTC),

3.B. WORK STEPS

3.B.1. Preliminary steps

- Park the helicopter in a hangar. Refer to Work Card 20-07-02-201 (MTC).
- Install the appropriate access equipment.
- Remove all equipment items to enable adequate access to the various work areas.
- Remove the cowlings under the cabin. Refer to Task 53-70-00, 4-1 (AMM).

3.B.2. Procedure

Only the assembly for the left side is given. Do the same procedure for the right side.

3.B.2.a. Removal of the existing clamps (Figure 1)

- Remove the blanking caps (a) and keep their hardware (Detail B).
- Remove the lower fairing (b). Refer to Task 32-12-00, 4-1 (AMM) and keep its hardware (SECTIONS A-A and B-B).

CAUTION

IDENTIFY THE POSITION OF EACH CLAMP (c) BEFORE REMOVING THEM.

- Remove and discard the clamps (c).
- If necessary, discard the elastomer (not shown) positioned between the clamps (c) and the landing gear tubes (e) (SECTION A-A).

3.B.2.b. Installation of the new clamps (1), (Figure 1)

- Position the elastomer plates (3) in the center of the landing gear (e) at each clamp (1) marker and cut to length. Refer to dimensions (SECTIONS A-A and B-B).
- Bond the elastomer plates (3) on the landing gear tube (e) using the adhesive (2).
- Install the clamps (1) in place of the clamps (c).

NOTE 1

The screw support unit (x) must be positioned depending on the position of SECTION B-B.

- Tighten the clamps (1) to contact.
- Position the lower fairing (b).
- Make sure that it does not interfere with any of the clamps (1).
- Tighten the clamps (1) to the indicated torque value.
- Safety using lockwire (4).
- Install the lower fairing (b) using its hardware. Refer to Task 32-12-00,4-1 (AMM).
- Cut to length and install the profile (5) on the internal edges of the blanking caps (a) (Detail B).
- Install the blanking caps (a) using their hardware.

3.B.3. Final steps

- Clean and restore the work areas and the helicopter. Refer to Work Card 20-07-03-408 (MTC).
- Install the lower cowlings. Refer to Task 53-70-00,4-1 (AMM).
- Remove the access equipment.
- Set the helicopter to flight condition.

3.C. RECORD OF COMPLIANCE

Compliance with this document:

- Record full compliance with this Service Bulletin, with the revision number, in the helicopter documents.

- Record the full compliance with this Service Bulletin (see IN 3643-I-00 for instructions):
  QR code or hypertext link

NOTE 2

The recording of compliance with Service Bulletins in the R-Tex tool does not replace the recording in the helicopter documents.

SB EC120-32-009

Tracking of modifications in the documentation:

Not applicable.

Identification of modifications on equipment or parts:

Not applicable.

3.D. OPERATING AND MAINTENANCE INSTRUCTIONS

Operating instructions:

Not applicable.

Maintenance instructions:

NOTE 3

For maintenance/test Tasks of the Aircraft Maintenance Manual (AMM), contact your usual Airbus Helicopters contact person.

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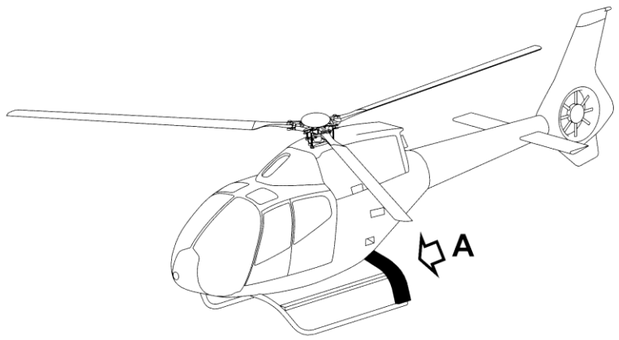
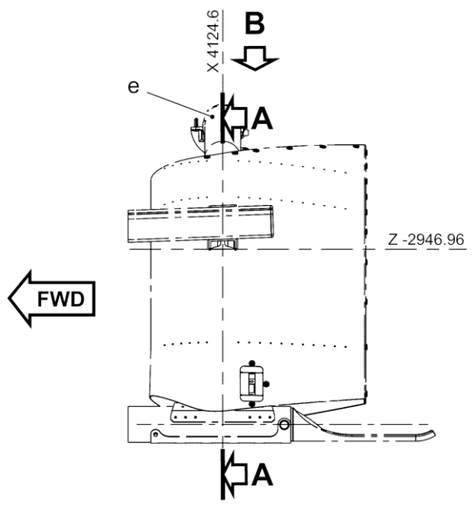
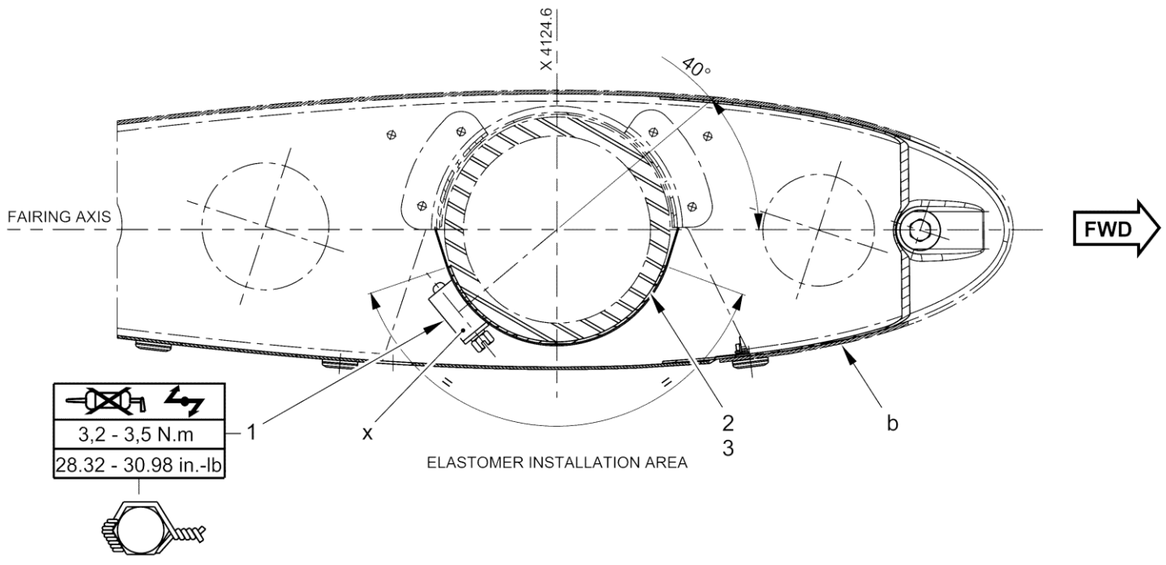


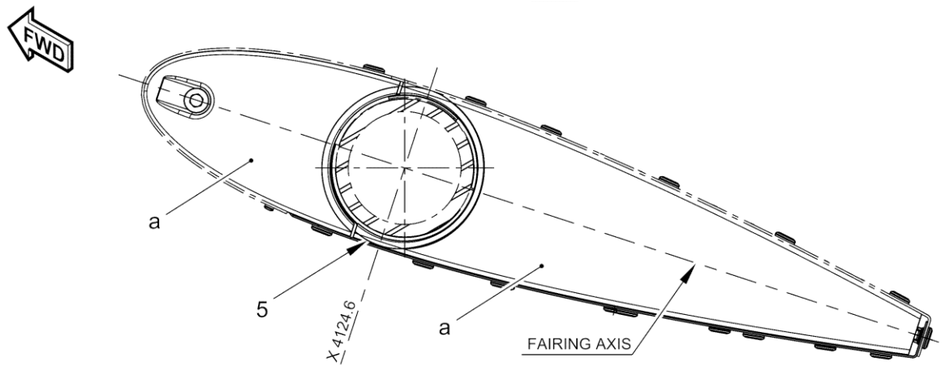
A
LH SIDE
RH SYMMETRICAL



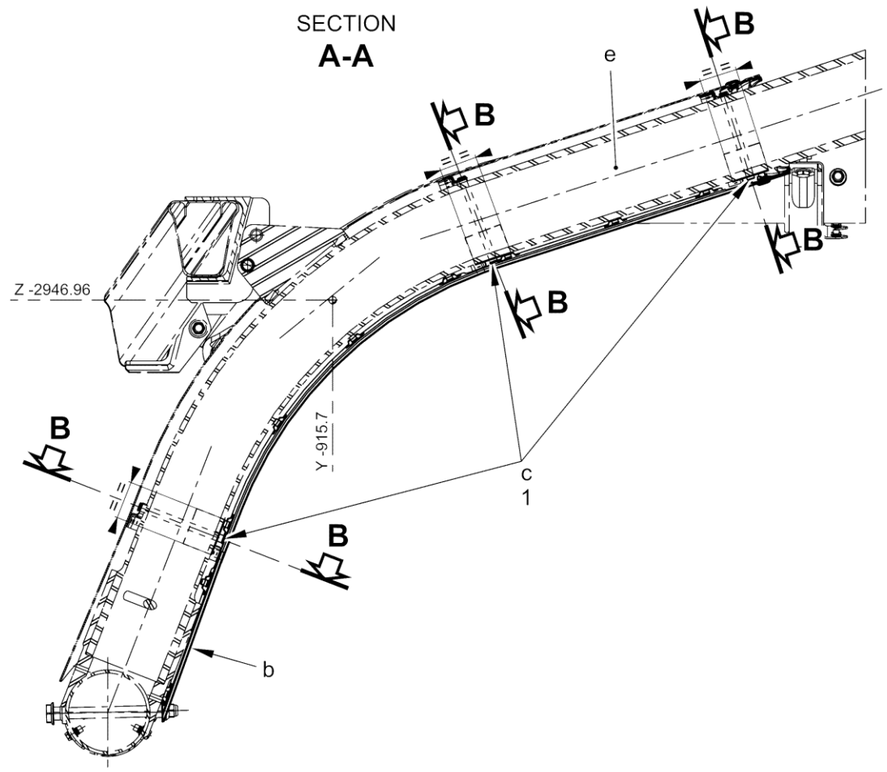
SECTION
B-B



B



SECTION
A-A



Return to paragraph 3.B.2.a. and 3.B.2.b.

Figure 1