SERVICE BULLETIN

TITLE: Landing Gear - Method to estimate the number of autorotation landings

SB Type: Protective measure

APPLICABILITY

Model:	EC120
Version:	B
Component affected:	C321A2102101 and C321A2103101 and C321A2107101 and C321A2107102 and C321A2107103 and C321A2108101 and C321A2108102 and C321A2108103 and C321A2502101 and C321A2502102 and C321A2502105 and C321A2503101 and C321A2503102 and C321A2503105

COMPLIANCE: RECOMMENDED

Airbus Helicopters recommends that you comply with the accomplishment procedure of this Service Bulletin during one of the next maintenance inspections aligned with your operational availabilities / constraints.

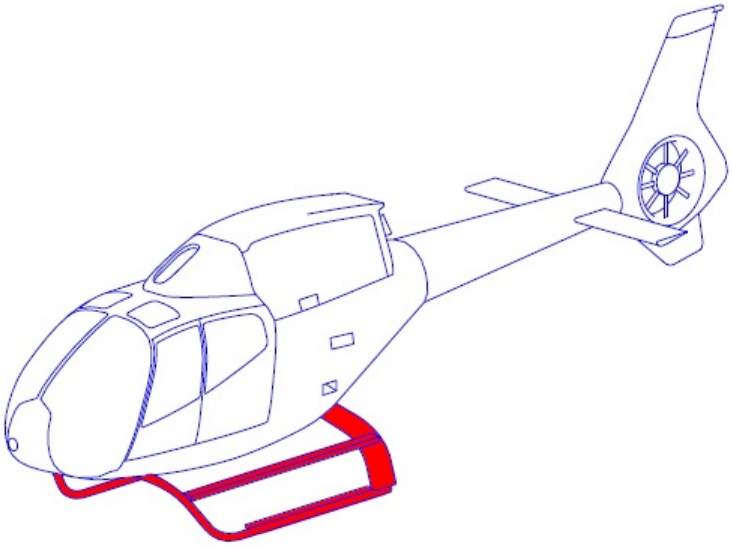
SUMMARY

The purpose of this Service Bulletin is to:
– Give a method to estimate the number of autorotation landings (ARL) for helicopters on which the number of ARL is unknown.
– Give the instruction to count and record the number of ARL performed by the helicopter.

GENERAL EVALUATION

Evaluation table			
Perform once	YES	Accomplish recurring	NO

GENERAL ILLUSTRATION



PLANNING INFORMATION

1. REASON

A new OTL with 1450 cycles of autorotation landings (ARL) will be added to the scheduled maintenance of the landing gear associated with a method to count the cycles of ARL.
While waiting for the MSM update, the purpose of this Service Bulletin is to:
– Give a method to estimate the number of ARL for helicopters on which the number of ARL is unknown.
– Give the instruction to count and record the number of ARL performed by the helicopter.

2. DESCRIPTION

This Service Bulletin consists to:
– Give a method to estimate the number of ARL for helicopters on which the number of ARL is unknown,
– Give the instruction to count and record the number of ARL performed by the helicopter.

3. CONCURRENT REQUIREMENTS

Not applicable.

4. APPROVAL

The technical content of this document is approved under the authority of the Design Organization Approval ref. EASA. 21J.700.

5. MANPOWER

Not applicable.

6. WEIGHT AND BALANCE

There is no change in weight and moment.

7. ELECTRICAL LOAD DATA

Not changed.

8. DOCUMENTATION AFFECTED

The manual shown below will be updated with the modification:
- Master Servicing Manual (MSM).
The changes to Instructions for Continued Airworthiness (ICA) which are required as a result of this Service Bulletin will be incorporated in the next Normal Revision. Refer to DN.008.0027 until the information is available in the published technical documentation.

9. MATERIAL INFORMATION

Not applicable.

10. ACCOMPLISHMENT INSTRUCTION

Comply with the accomplishment procedure 32-00-0001, 933

11. ADDITIONAL INFORMATION

Table 1 Pad affected information table

Designation	Airbus Helicopters reference
Pad assy LH	C321A2102101
Pad assy RH	C321A2103101
Pad assy LH	C321A2107101
Pad assy LH	C321A2107102
Pad assy LH	C321A2107103
Pad assy RH	C321A2108101
Pad assy RH	C321A2108102
Pad assy RH	C321A2108103
Pad assy RH	C321A2502101
Pad assy RH	C321A2502102
Pad assy RH	C321A2502105

Designation	Airbus Helicopters reference
Pad assy LH	C321A2503101
Pad assy LH	C321A2503102
Pad assy LH	C321A2503105

End of section

ACCOMPLISHMENT PROCEDURE
32-00-0001, 933

1. APPLICABILITY

Model:	EC120
Version:	B

2. GENERAL INFOS

ARL - AutoRotation Landing

DN - Delivery Note

FH - Flight Hour

IN - Information Notice

LH - Left Hand

MSM - Master Servicing Manual

OTL - Operating Time Limit

RH - Right Hand

3. PRELIMINARY REQUIREMENTS

3.1. Applicable Documents

– Introduction of the digital Service Bulletin reporting service SB Insight IN 3785-I-00
– GENERAL - Publishing of complementary Instructions for Continued Airworthiness through Delivery Notes IN 3686-I-00

3.2. Set up

None

3.3. Special tools

None

3.4. Materials

None

3.5. Spares

None

3.6. Safety conditions

None

4. PROCEDURE

4.1. If the exact number of ARL is known:

- Continue to count the number of ARL by equipped pad (RH and LH separately).
- Continue to record the number of ARL on each log card of the equipped pad (RH and LH separately).
- Comply with close up paragraph.

4.2. If the number of ARL is unknown:

4.2.1. Estimate the number of ARL. Refer to the method below:

- For one FH the helicopter is considered to have made 6 landings.
- For all the landings the helicopter is considered to have made one per cent of ARL.

NOTE

For example: A helicopter which has 10,000 FH is considered to have made 60,000 landings with 600 ARL.

4.2.2. Continue to count the number of ARL by equipped pad (RH and LH separately).

4.2.3. Continue to record the number of ARL on each log card of the equipped pad (RH and LH separately).

4.2.4. Comply with close up paragraph.

4.3. If the number of ARL is partially known:

NOTE

The number of ARL can be partially known if the ARL have been counted only on a dedicated period of the pad life

- For the period on which the number of ARL is unknown, estimate the number of ARL. Refer to the method given in paragraph 4.2.
- Add the number of ARL estimated to the ones already known.
- Continue to count the number of ARL by equipped pad (RH and LH separately).

– Continue to record the number of ARL on each log card of the equipped pad (RH and LH separately).
– Comply with close up paragraph.

5. CLOSE UP

5.1. Record compliance with this Service Bulletin, in the helicopter documents.

5.2. Record compliance with this Service Bulletin (see IN 3785-I-00 for instructions): QR-Code or hypertext link.

SB EC120-32-00-0001

End of service bulletin