

ASB EC135-53A-029

Valid for Version(s): T1, T2, T2+, T3, P1, P2, P2+, P3, 635 T1, 635 T2+, 635 P2+

ALERT SERVICE BULLETIN

PROTECTIVE MEASURE

FUSELAGE - Rear Structure
Visual inspection of ring frame X9227 (with blind rivet with rounded head design) between rear structure tube and Fenestron housing for cracks

For the attention of	
	

Revision No.	Date of issue
Revision 0	2013-11-19
Revision 1	2025-07-31

Summary:

In addition to the visual pre-flight check i.a.w. FLM EC135, a visual inspection of the ring frame X9227 for cracks is introduced.

Reason for Revision:

Recently, during a pre-flight check, a pilot detected a crack which ran along six rivets of the ring frame.
With Revision 1 of the ASB, the compliance time of the ASB is reduced from 50 Fh to 25 Fh (+5 Fh margin) and the procedure is updated. Additionally, it is now mandatory to accomplish SB EC135-53-030 by June 30, 2027.

Compliance:

Compliance with this Alert Service Bulletin is mandatory.

Export Control:
US Export Control - No US content. This Item does not contain any U.S. origin ITAR or EAR content.
GE Export Control - Not Listed. This Item is not listed against the EC regulations in the EU/GE

1 PLANNING INFORMATION

1.A EFFECTIVITY

1.A.1 Helicopters/installed equipment

a) EC135, T1, T2, T2+, T3, P1, P2, P2+, P3, 635 T1, 635 T2+, 635 P2+, all S/N with more than 100 Fh TSN.

b) Ring frame X9227 without frame reinforcement (SB EC135-53-030) (View A, Figure 1):
P/N L535H2120301
P/N L535H2120303
P/N L535H2120304

NOTE Ring frames with frame reinforcement L535H2100201 (post SB EC135-53-030) (View B, Figure 1) are not affected.

1.A.2 Non-installed equipment

Not applicable.

1.B ASSOCIATED REQUIREMENTS

Not applicable.

1.C REASON

The rear structure tube is connected to the Fenestron housing by means of a ring frame attached by two rivet rows each. During pre-flight checks, cracks have been discovered which ran between several rivets over the ring frame.

1.D DESCRIPTION

Inspect ring frame P/N L535H2120301, L535H2120303 and L535H2120304 for cracks.

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1.E COMPLIANCE

1.E.1 Compliance in service

Helicopters/installed equipment and parts:

a) After receipt of Revision 1 of this ASB the visual inspection of ring frame X9227 i.a.w. Section 3.B must be accomplished by the maintenance personnel:
   - Within 25 Fh (+5 Fh margin), but do not exceed
   - 50 Fh since the last inspection i.a.w. Revision 0 of this ASB.

b) Until Service Bulletin EC135-53-030 has been accomplished, the visual inspection of the ring frame X9227 must be repeated every 25 Fh (+5 Fh margin) i.a.w. Section 3.B

c) SB EC135-53-030 must be accomplished by June 30, 2027 at the latest.

Non-installed equipment and parts:

Not applicable.

1.F APPROVAL

Approval of this document:

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

1.G MANPOWER

Not applicable.

1.H WEIGHT AND BALANCE

Not applicable.

1.I EFFECT ON ELECTRICAL LOADS

Not applicable.

1.J SOFTWARE MODIFICATION EMBODIMENT RECORD

Not applicable.

1.K REFERENCES

Not applicable.

1.L DOCUMENTS AFFECTED

The visual pre-flight check of ring frame X9227 according to FLM EC135 remains unchanged.

1.M INTERCHANGEABILITY OR MIXABILITY OF PARTS

Interchangeability:

Not applicable.

Mixability:

Not applicable.

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2 MATERIAL INFORMATION

2.A MATERIAL: PRICE - AVAILABILITY - PROCUREMENT

Not applicable.

2.B INFORMATION CONCERNING INDUSTRIAL SUPPORT

Not applicable.

2.C MATERIAL REQUIRED FOR EACH HELICOPTER/COMPONENT

Not applicable.

2.D MATERIAL TO BE RETURNED

Not applicable.

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3 ACCOMPLISHMENT INSTRUCTIONS

3.A GENERAL

Not applicable.

3.B WORK STEPS

3.B.1 Procedure

a) Clean the transition area of the ring frame (Figure 2) (MTC 20-04-01-102).

b) Do the visual inspection for cracks on the ring frame. Ensure adequate lighting of the workplace, if necessary use a flashlight. A magnifying glass (at least x10 magnification) can be used.

NOTE The transition area ring frame/rear structure tube and Fenestron housing is sealed with a flexible sealing compound. Thus, paint cracks can form in this area (View C, Figure 2).

c) Cracks within the ring frame (3, Figure 2) and between the rivet heads are not permissible.

- If cracks are detected in this area, fill the questionnaire in SB Insight with the QR-Code or the hypertext link to create a TE, refer to section 3.C.
- If no cracks are detected within the ring frame (3, Figure 2) or only paint cracks (1, 2, Figure 2) are detected proceed with Section 3.C.

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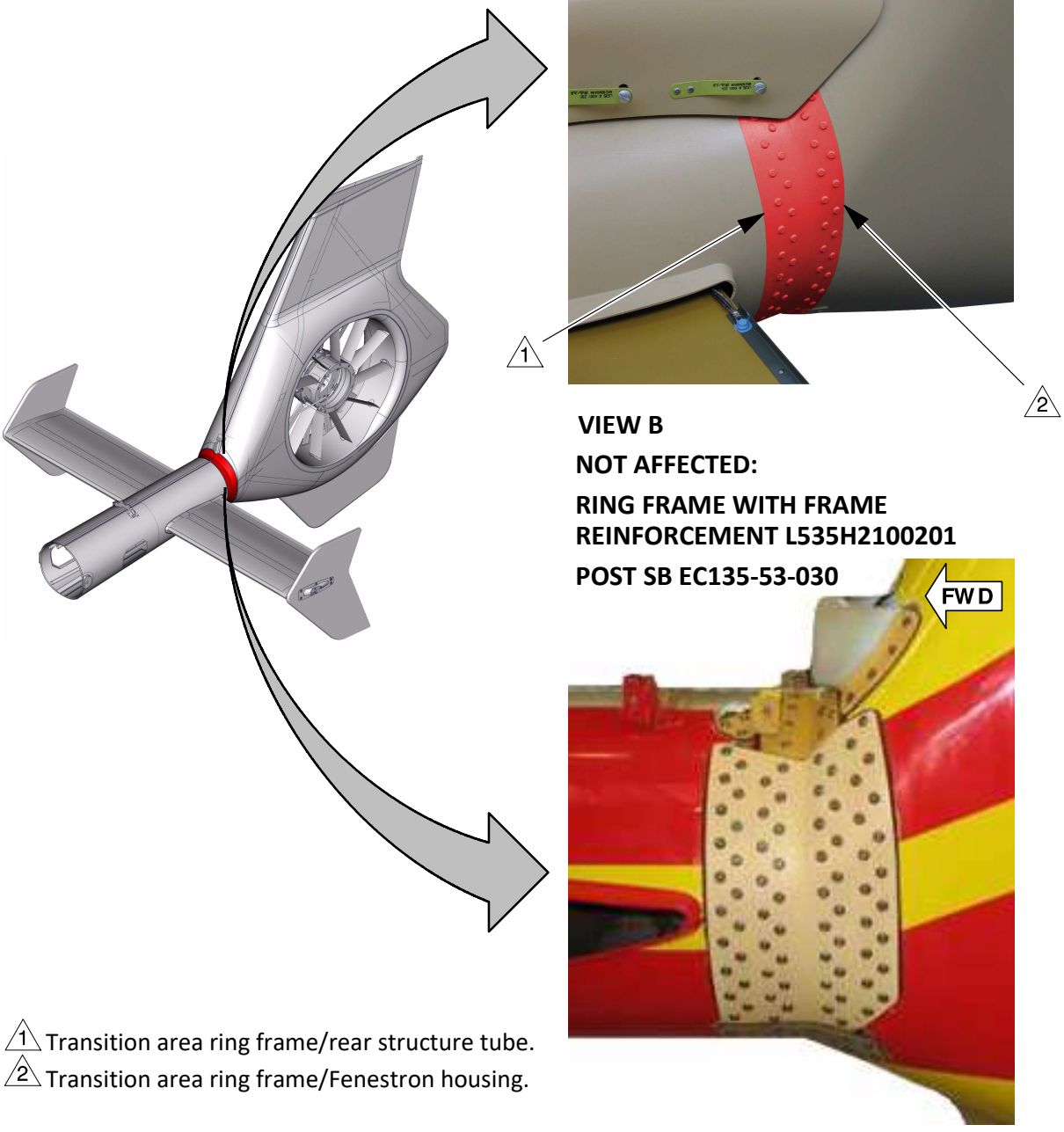

1 Transition area ring frame/rear structure tube.
2 Transition area ring frame/Fenestron housing.

Identification of Ring Frame X9227
Figure 1

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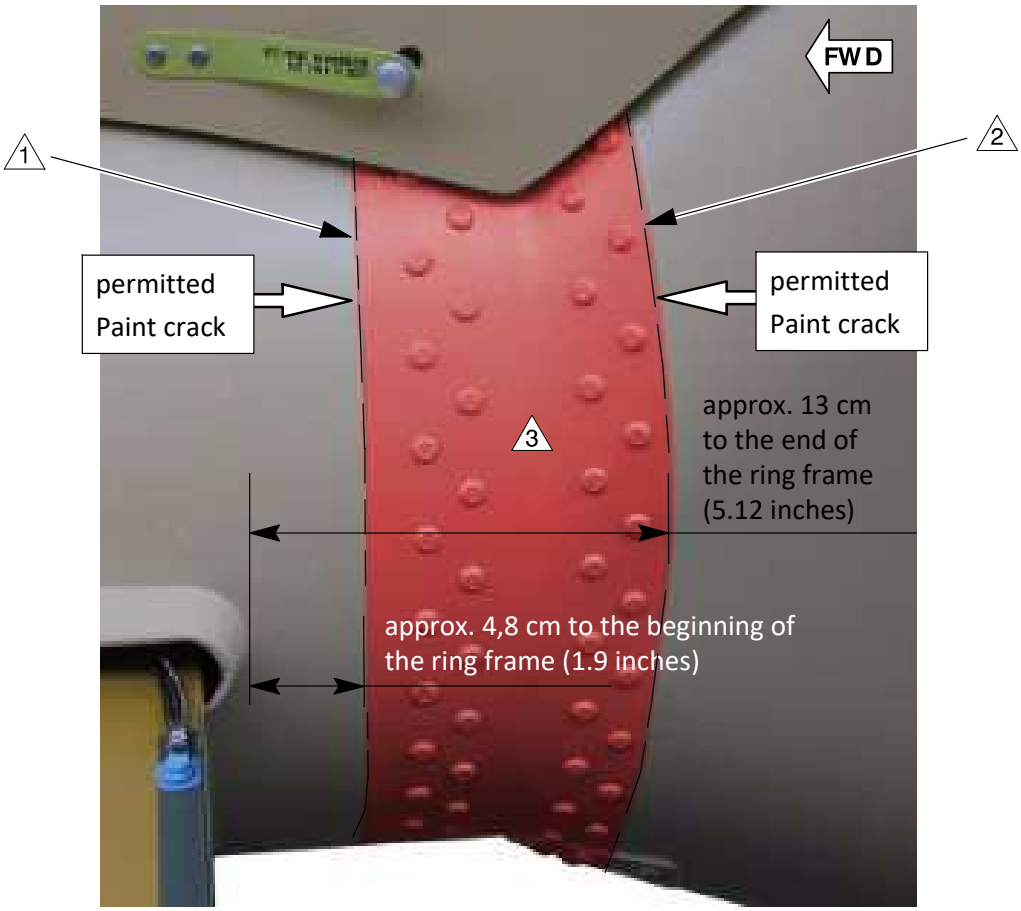
VIEW C

PAINT CRACKS AT THE TRANSITIONS OF THE RING FRAME



1 Transition area ring frame/rear structure tube.
2 Transition area ring frame/Fenestron housing.
3 Cracks within the ring frame (red) are not permitted.

Visual Check of Ring Frame X9227 for Cracks
Figure 2

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3.C COMPLIANCE CONFIRMATION

Compliance with this document:

Record full compliance with this ASB, with the revision number, in the helicopter documents.

Record the full compliance with this ASB:
QR-Code or hypertext link

ASB EC135-53A-029

NOTE

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

3.D OPERATING AND MAINTENANCE INSTRUCTIONS

Flight Manual (FLM):

Not applicable.

Aircraft Maintenance Manual (AMM):

Not applicable.

4 APPENDIX

None.

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