


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2012-0037</b></p> <p><b>Date: 09 March 2012</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b> Kidde Graviner</p>		<p><b>Type/Model designation(s) :</b> Hand Operated Fire Extinguisher</p>
<p>ETSO Authorisations : CAA/UK certificate numbers E06367, E08397</p>		
<p>Foreign AD :</p>		<p>Not applicable</p>
<p>Supersedure :</p>		<p>None</p>
<b>ATA 26</b>		<b>Fire Protection – Hand Operated Fire Extinguisher – Modification</b>
<p>Manufacturer(s):</p>		<p>Kidde Graviner (A Hamilton Sundstrand Company)</p>
<p>Applicability:</p>		<p>Hand operated fire extinguisher, Part Number (P/N) 56412-001 (34H), 56411-001 (35H) and 56412-002 (38H).</p> <p>The affected hand operated fire extinguishers are known to be installed on, but not limited to, the following aeroplane types:</p> <ul style="list-style-type: none"> <li>– BAE Systems (Operations) ATP;</li> <li>– BAE Systems (Operations) Jetstream 4100;</li> <li>– EADS-CASA C-212 'Aviocar';</li> <li>– Fokker Services F27;</li> <li>– Short Brothers SD3 and</li> <li>– Short Brothers SC7 'Skyvan'.</li> </ul>
<p>Reason:</p>		<p>An instance occurred where an operator tried to use the fire extinguisher, but the extinguisher failed to operate when the activation lever was pressed.</p> <p>This condition, if not detected and corrected, could lead, in case of need to use the device to extinguish a fire on an aircraft, to jeopardize the occupants' safety as well as the flight continuation and safe landing.</p>

	<p>The part manufacturer Kidde Graviner has introduced a design change to remove the root cause of the possible failure.</p> <p>This AD requires to modify all potentially defective fire extinguishers.</p>
Effective Date:	23 March 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 6 months after the effective date of this AD, modify the fire extinguisher in accordance with the instructions of Kidde Graviner Service Bulletin (SB) A26-081 Rev. 1.</li> <li>(2) After the effective date of this AD, do not install any fire extinguisher with P/N mentioned in the Applicability section of this AD on an aeroplane, unless it has been modified in compliance with the requirements of this AD.</li> <li>(3) Fire extinguisher modifications accomplished, before the effective date of this AD, in accordance with Kidde Graviner Service Bulletin A26-081 original issue, are acceptable to comply with the requirements of paragraph (1) of this AD. After the effective date of this AD, Kidde Graviner Service Bulletin A26-081 Rev. 1 must be used.</li> </ol>
Ref. Publications:	<p>Kidde Graviner Service Bulletin A26-081 Rev. 1 dated 31 January 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 17 November 2011 as PAD 11-122 for consultation until 15 December 2011. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Kidde Graviner Limited, Tony Carroll, Mathisen Way Colnbrook, Slough, Berkshire, SL3 0HB, United Kingdom Telephone +44 (0) 1753 683245 , Fax +44 (0) 1753 685040; E-mail: <a href="mailto:Tony.Carroll@hs.utc.com">Tony.Carroll@hs.utc.com</a>.</li> </ol>