EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0126R1 **Date: 10 September 2012** 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.

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].

Design Approval Holder's Name :	**Type/Model designation(s) :**
BAE SYSTEMS (OPERATIONS) LTD	BAe 146 and AVRO 146-RJ aeroplanes

TCDS Number:	EASA.A.182
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2012-0126 dated 10 July 2012.

ATA 26	**Fire Protection – Engine and Auxiliary Power Unit Automatic Fire Extinguishers – Inspection / Overhaul**
Manufacturer(s):	BAE Systems (Operations) Ltd, British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as Avro International Aerospace.
Applicability:	BAe 146 and AVRO 146-RJ series aeroplanes, all models, all serial numbers.
Reason:	A fire handle on a BAe 146 aeroplane was operated on the ground as a precautionary measure after the throttle cable on the affected engine failed, due to corrosion. The extinguisher failed to discharge. Investigation results revealed that excess solder, which had been deposited during overhaul on the frangible plug of the extinguisher, prevented the release of the extinguishant. Prompted by this report, Kidde Graviner, the fire extinguisher manufacturer, identified four further extinguishers of similar design that had the same issue. This condition, if not detected and corrected, could result in the failure of a fire bottle to discharge, which reduces the ability of the fire protection system to extinguish fires in the engine or Auxiliary Power Unit (APU) fire zones, possibly resulting in damage to the aeroplane and injury to the occupants. For the reasons described above, EASA issued AD 2012-0126 to require a one-time inspection of the affected Part Number (P/N) 57333 engine and APU fire extinguishers. In addition, this AD prohibited installation of a fire extinguisher, unless it has passed the inspection as required by AD 2012-0126.

	Revision 1 of this AD is issued to clarify that new extinguishers P/N 57333 may be fitted with no additional inspection required by this AD.
Effective Date:	Revision 1: 17 September 2012 Original issue: 24 July 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For aeroplanes equipped with fire extinguishers manufactured by Kidde Graviner P/N 57333 (all dash numbers), within 12 months after the effective date of this AD, remove and inspect each affected fire extinguisher in accordance with the instructions of paragraph 2.C of BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB) 26-078, which references Kidde Graviner Service Bulletin (SB) 26-080 Revision 1. (2) Aeroplanes, which are equipped with P/N 57333 (all dash numbers) fire extinguishers that have been overhauled by Kidde Graviner or Hugen, or have been overhauled in accordance with the instructions of Kidde Graviner Service Information Letter (SIL) 01-10, or have been overhauled in accordance with Kidde Graviner Component Maintenance Manual (CMM) 26-21-40 at Revision 14 or later revision, are compliant with requirements of paragraph (1) of this AD. (3) From the effective date of this AD, do not install a Kidde Graviner P/N 57333 (all dash numbers) fire extinguisher on any aeroplane, unless it is new, or has passed the inspection in accordance with the instructions of Kidde Graviner SB 26-080 Revision 1, or it has been overhauled by Kidde Graviner or Hugen, or it has been overhauled in accordance with the instructions of Kidde Graviner SIL 01-10 or it has been overhauled in accordance with Kidde Graviner CMM 26-21-40 at Revision 14 or later revision. Note: For the purpose of this AD, an overhaul is considered to include the replacement of the operating head. Replacement of the pressure relief plug assembly only is not considered an overhaul.
Ref. Publications:	BAE Systems (Operations) Limited ISB.26-078 Initial Issue dated 21 September 2011. Kidde Graviner SB 26-080 Revision 1 dated 27 July 2011. Kidde Graviner SIL 01-10 dated 29 July 2010. Kidde Graviner CMM 26-21-40 at Revision 14. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 30 May 2012 as PAD 12-048R1 for consultation until 27 June 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: RApublications@baesystems.com.