


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 11-122 [Published on 17 November 2011 and officially closed for comments on 15 December 2011]

Commenter 1: Fokker Services B.V. – Ron Huisman – 05/12/2011

Comment # 1

“Dear Sir, Madam,

With respect to Proposed Airworthiness Directive (PAD) 11-122 regarding modification of Hand Operated Fire Extinguisher part numbers 56412-001, 56411-001 and 56412-002, Fokker Services B.V. would like to comment on the Applicability paragraph of the PAD.

In the Applicability paragraph it is stated "...are known to be installed on, but not limited to..." followed by a limited number of aircraft types a.o. Fokker Services F27.

Fokker Services B.V. have not certificated, nor is aware of the installation of Hand Operated Fire Extinguisher part numbers 56412-001, 56411-001 or 56412-002 on aircraft types of which Fokker Services B.V. is the Type Certificate Holder.”

EASA response:

“We disagree. Even if the suspect fire extinguisher was not installed by Fokker Services B.V. it may have been installed on F27 aircraft by STC of another organization.

Commenter 2: Aero Bombardier – Roger Moore – 14/12/2011

Comment # 2

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The subject PAD has been brought to our attention by the fire extinguisher manufacturer, Kidde-Graviner, as it includes within its scope of applicability hand operated fire extinguisher, Part Number 56412-002 (38H) which is called out in the approved type design data for the Skyvan SC7, SD3-30 and SD3-60 for which we, Short Brothers plc, is the responsible type certificate holder.

As the responsible type certificate holder for the product on which these potentially affected fire extinguishers are installed, the following comments are offered for your consideration:

1. Despite having a filter within the EASA AD Tool to be notified of all PADs affecting our above mentioned aircraft products, we did not receive formal notification of

PAD 11-122 publication by EASA. Even when we perform a filter against our product type, this PAD is not identified.

2. We note that the Alert Service Bulletin referenced in the Proposed AD contains the following statement:

F. Approval

(1) Kidde Gravinier have technically approved the content of this service bulletin. Before release to operators or repair/overhaul agents for action, this service bulletin must be approved by a Type Certificate Holder.

Prior to issuance of the EASA PAD, Short Brothers plc was not given the opportunity to review and comment on the Kidde Gravinier service bulletin which is a normal expectation since Kidde Gravinier themselves are not an EASA Approved Design Organisation nor do they hold an EASA design approval for the subject fire extinguisher part numbers (e.g. ETSO approval).

Therefore, Kidde Gravinier has no specific privilege to approve the technical content of the service bulletin or to formally issue the service bulletin under the authority of an EASA DOA Number in accordance with Part 21A.263(c)(3).

Whilst recognising that the potential threat to product safety can be assessed at the component part level, clarification is requested from EASA with regard to the following:-

By issuing the AD against the component, is EASA effectively approving the content of the referenced non-design change alert service bulletin as a satisfactory means of compliance with the AD (i.e. absolving the aircraft products TC Holders of this specific responsibility)?

If this is the case, the statement in the Kidde Gravinier alert service bulletin needs to be amended to reflect that the technical content is being approved by EASA.

By issuing the AD against the component, is EASA satisfied that there is no requirement to issue an AD against each aircraft product type where the affected fire extinguishers are installed with each AD referencing the type certificate holder's cover service bulletin that would be released under the Part 21A.263(c)(3) privilege?

If EASA is satisfied that the AD against the component is appropriate, we wish to draw the attention of EASA to the following comments Short Brothers plc has now submitted to Kidde Gravinier with regard to the content of their alert service bulletin.

It is normal practice to mark the component to show that the unit has been modified (and therefore the AD has been complied with). Can this instruction be included in the SB A26-81.

This component can be easily transferred between aircraft and therefore it needs to be easily identified that the component is compliant with the SB/AD.

3. We note that the Alert Service Bulletin referenced in the Proposed AD contains the following statement:

E. Compliance

(1) It is recommended that the content of this Service Bulletin be done in accordance with the requirements of the relevant aircraft OEM. Kidde Gravinier recommends that only approved repair organisations do the procedure in this Service Bulletin or alternatively the extinguisher is returned to Kidde Gravinier.

If EASA is effectively approving the technical content of the referenced alert service bulletin, this first part of this statement should read:

" THE INSTRUCTIONS IN THIS SERVICE BULLETIN WILL BE SUBJECT TO AN AIRWORTHINESS DIRECTIVE ISSUED BY EASA".

In this case, EASA is unilaterally making the decision regarding the existence of a potential unsafe condition on each listed product as per Part 21A.3B(b) without the

type certificate holder having been directly involved as envisaged by Part 21A.3 in determining the compliance period.

4. With reference to the compliance period in the PAD (i.e. 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), Short Brothers plc request to understand what factors were considered by EASA in proposing this compliance period and wish to bring the following to the attention of EASA.

Assuming that the root cause may be common to all hand held cabin fire extinguisher P/Ns installed on our specific products, the only rationale to allow a 6 month compliance period as opposed to a "before next flight" compliance period would have to be related to the probability of an in-flight fire occurring during the allowed compliance period in conjunction with the probability of the root cause affecting all available hand held fire extinguishers on a given flight when an in-flight fire occurs.

We also understand from discussion with Kidde Graviner that the service bulletin needs to be accomplished using a remove and replace scenario to facilitate the accomplishment of the service bulletin content by an appropriately approved component maintenance organisation and that a significant turnaround time is envisaged considering that the AD will result in a high volume of such maintenance activity during the 6 month compliance window.

Kidde Graviner has indicated that their current stock levels may not be sufficient to support the remove and replace activity and consequently may lead to a significant number of AOG requests.

Consequently, we urge EASA to discuss with Kidde Graviner the logistical issues that compliance with this AD may result in and take this into consideration before establishing a final compliance requirement in the published EASA AD."

EASA response:

"Partially agreed."

1. There is no technical solution yet identified to solve the issue you mentioned. Unfortunately parts & appliances PADs & ADs are linked in EASA AD tool to the approval holder (in the present case Kidde-Graviner) and not to the type(s) where the part is known to be installed on. In order to receive, through automatic notifications, PADs/ADs of parts and appliances potentially installed on aircraft for which your Company is the Design Approval Holder, you should delete the existing filter and choose to receive "All ADs". Please be anyhow informed that the Agency is currently working on this subject. Furthermore, if you type "Short Brothers SC7" in the search field of <http://ad.easa.europa.eu/>, you get PAD 11-122.

2. The suspected fire extinguishers received an equipment approval (E approval) by CAA/UK prior to 2003. With EASA taking over certification responsibility for products as well as for parts & appliances all existing equipment approvals issued by national aviation authorities were accepted as "grandfathered" under Regulation (EC) 1702/2003 Article 2 No. 13. which states: "Approvals of parts and appliances issued by a Member State and valid on 28 September 2003 shall be deemed to have been issued in accordance with this Regulation." Hence the AD can be issued by EASA against the component.

Kidde Graviner Service Bulletin (SB) A26-081 was amended to include marking of the component after embodiment of the SB.

3. Paragraph F. APPROVAL of SB A26-081 was revised to indicate that the SB content is approved under the component approval of Kidde Graviner.

4. According to EASA information received from Kidde Graviner there should be only a small No. of suspect fire extinguishers so it was assessed that 6 months of compliance time to accomplish the modification should not be considered an undue burden.