



## Airworthiness Directive

**AD No.:** 2016-0044

**Issued:** 08 March 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

KIDDE GRAVINER Limited

**Type/Model designation(s):**

Fire Extinguishers

**Effective Date:** 22 March 2016

**ETSOA Number(s):** Various National equipment approvals issued by the Civil Aviation Authority (CAA) of the United Kingdom (UK), including E09087, E08874, E10633, E10634, E13816, E12439, E14061 and E04441.

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 26 – Fire Protection – Engine and Auxiliary Power Unit Automatic Fire Extinguishers – Inspection/Overhaul

**Manufacturer(s):**

Kidde Graviner Limited (formerly known as Graviner Manufacturing Co. Ltd. and Graviner Ltd.)

**Applicability:**

Kidde Graviner Single Head Automatic Fire Extinguishers, Part Number (P/N) 12A, P/N 13A, P/N 59A, P/N 60A, P/N 99A, P/N 146A, P/N 161A, P/N 162A, P/N 167A, P/N 170A, P/N 170A-02, P/N 182A, P/N 187A, P/N 229A(1), P/N 242A(1), P/N 236A, P/N 237A, P/N 241A, P/N 1167A, P/N 1187A, P/N 1200A, P/N 57133 series, P/N 57135 series, P/N 57183 series, P/N 57331 series, P/N 57333 series and P/N 57335 series, all serial numbers. The use of the word 'series' signifies that all dash numbers of those P/N are affected.

These fire extinguishers are known to be installed on various categories aircraft.

**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 P/N 57333 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.



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. Due to similarity of design, this condition may also affect other P/N fire extinguishers.

Prompted by this report, Kidde Graviner (KG), the fire extinguisher manufacturer, issued Service Information Letter (SIL) 01-10, and Service Bulletin (SB) 26-080, later revised, providing instructions to accomplish an inspection of the affected parts.

For fire extinguishers P/N 57333 series, installed on BAe146 and RJ aeroplanes, and P/N 57183 series, installed on ATP aeroplanes, EASA issued respectively AD 2012-0126 and AD 2012-0127 (both ADs were later revised), requiring inspections and providing requirements for installation or replacement of those fire extinguishers. For the other P/N fire extinguishers listed in KG SB 26-080, it was deemed that no EASA AD could be issued.

Recently, after a review of available data, the possibility to require the inspections on all affected parts was identified.

For the reasons stated above, this AD requires accomplishment of inspections, and provides requirements for new installation, of fire extinguishers not addressed by EASA AD 2012-0126R1 or AD 2012-0127R1, irrespective of the aircraft type on which the fire extinguisher is (or will be) installed.

Note 1: On 13 October 2015, CAA-UK issued a mandatory action, identified as AD G-2015-0001, applicable to all P/N fire extinguishers listed in SB 26-080, to require accomplishment of inspections of, and providing requirements for new installation of, affected fire extinguishers on aircraft registered in the UK. The AD is intended to apply only to "Annex II" aircraft (i.e., aircraft that are not in the remit of EASA in accordance with [Regulation \(EC\) No 216/2008](#)).

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

Note 2: For the purpose of this AD, an overhaul includes the replacement of the operating head. Replacement of the pressure relief plug assembly only is not considered an overhaul.

- (1) Within 12 month after the effective date of this AD, inspect each fire extinguisher, except those having P/N 57333 series, installed on BAe146 and RJ aeroplanes, and those having P/N 57183 series, installed on ATP aeroplanes, and, depending on findings, accomplish corrective actions in accordance with the instructions of KG SB 26-080 Revision 1.
- (2) Accomplishment of an overhaul (see Note 2 of this AD) of a fire extinguisher by Kidde Graviner or Hugen, or in accordance with the instructions of KG SIL 01-10, or in accordance with KG Component Maintenance Manual (CMM) 26-21-40 Revision 14 or later, or KG CMM 26-21-52 Revision 13 or later (as applicable to fire extinguisher P/N) is acceptable to comply with the requirement of paragraph (1) of this AD for that fire extinguisher.



- (3) From the effective date of this AD, do not install on any aircraft an affected fire extinguisher, unless it is new, or it has passed an inspection in accordance with the instructions of KG SB 26-080 Revision 1, or it has been overhauled (see Note 2 of this AD) by KG, or by Hugen, or in accordance with the instructions of KG SIL 01-10, or in accordance with the instructions of KG CMM 26-21-40, Revision 14, or of KG CMM 26-21-52 Revision 13, as applicable to fire extinguisher P/N.

**Ref. Publications:**

Kidde Graviner SB 26-080 Revision 1 dated 27 July 2011.

Kidde Graviner SIL 01-10 dated 29 July 2010.

Kidde Graviner CMM 26-21-52 Revision 17.

Kidde Graviner CMM 26-21-40 Revision 20.

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. This AD was posted on 02 February 2016 as PAD 16-016 for consultation until 01 March 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact:  
Kidde Graviner Ltd – Technical Support  
Mathisen Way, Colnbrook, Slough, Berkshire, SL3 0HB, United Kingdom  
Telephone: +44 1753 766128  
E-mail: [John.OBrien@hs.utc.com](mailto:John.OBrien@hs.utc.com).

