


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0127R1</p> <p>Date: 10 September 2012</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>Design Approval Holder's Name :</p> <p>BAE SYSTEMS (OPERATIONS) LTD</p>	<p>Type/Model designation(s) :</p> <p>ATP aeroplanes</p>	
<p>TCDS Number: EASA.A.192</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2012-0127 dated 10 July 2012.</p>		
ATA 26	Fire Protection – Engine and Auxiliary Power Unit Automatic Fire Extinguishers – Inspection/Overhaul	
<p>Manufacturer(s):</p>	<p>British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd</p>	
<p>Applicability:</p>	<p>ATP aeroplanes, all serial numbers</p>	
<p>Reason:</p>	<p>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.</p> <p>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. The ATP aeroplane extinguisher is one of those of a similar design.</p> <p>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.</p> <p>For the reasons described above, EASA issued AD 2012-0127 to require a one-time inspection of the affected Part Number (P/N) 57183 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 2012-0127.</p> <p>Revision 1 of this AD is issued to clarify that new extinguishers P/N 57183</p>	

	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):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For aeroplanes equipped with fire extinguishers manufactured by Kidde Graviner P/N 57183 (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.A of BAE Systems (Operations) Ltd Service Bulletin (SB) ATP-26-016, which references Kidde Graviner SB 26-080 Revision 1. (2) Aeroplanes, which are equipped with P/N 57183 (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) 26-21-52 at Revision 13 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 57183 (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 No. 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 26-21-52 at Revision 13 or later revision. <p>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.</p>
Ref. Publications:	<p>BAE Systems (Operations) Limited SB ATP-26-016 Original Issue dated 4 October 2011.</p> <p>Kidde Graviner SB 26-080 Revision 1 dated 27 July 2011.</p> <p>Kidde Graviner SIL 01-10 dated 29 July 2010.</p> <p>Kidde Graviner CMM 26-21-52 at Revision 13.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 30 May 2012 as PAD 12-049R1 for consultation until 27 June 2012. No comments were received during the consultation period. 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: Rpublications@baesystems.com.