

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-122</p> <p>Date: 17 November 2011</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name : Kidde Graviner	Type/Model designation(s) : Hand Operated Fire Extinguisher
ETSO Authorisations : CAA/UK certificate numbers E06367, E08397	
Foreign AD :	Not applicable
Supersedure :	None
ATA 26	Fire Protection – Hand Operated Fire Extinguisher – Modification
Manufacturer(s):	Kidde Graviner (A Hamilton Sundstrand Company)
Applicability:	<p>Hand Operated Fire Extinguisher, Part Number 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"> – BAE Systems (Operations) ATP; – BAE Systems (Operations) Jetstream 4100; – EADS-CASA C-212 'Aviocar'; – Fokker Services F27; – Short Brothers SD3 and – Short Brothers SC7 'Skyvan'.
Reason:	<p>An instance has occurred where an operator has tried to use the fire extinguisher, but the extinguisher has failed to operate when the activation lever has been 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>

	The part manufacturer Kidde Graviner has introduced an improvement to remove the root cause of the possible failure. This AD requires to modify all potentially defective fire extinguishers.
Effective Date:	[14 days after Final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (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. (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.
Ref. Publications:	<p>Kidde Graviner Service Bulletin A26-081 dated 23 August 2011.</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"> 1. This Proposed AD will be closed for consultation on 15 December 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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: Tony.Carroll@hs.utc.com.