


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-049R1</p> <p>Date: 30 May 2012</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>
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance / cancellation 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.	
Design Approval Holder's Name :	Type/Model designation(s) :
BAE SYSTEMS (OPERATIONS) LTD	ATP aeroplanes
TCDS Number : EASA.A.192	
Foreign AD : Not applicable	
Supersedure : None	
ATA 26	Fire Protection – Engine and APU Automatic Fire Extinguishers – Inspection/Overhaul
Manufacturer(s):	British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd
Applicability:	ATP aeroplanes, all serial numbers
Reason:	<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 Gravinier, 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 APU fire zones, possibly resulting in damage to the aeroplane and injury to the occupants.</p> <p>For the reasons described above, this AD requires a one-time inspection of the affected Part Number (P/N) 57183 engine and Auxiliary Power Unit (APU) fire extinguishers. In addition, this AD prohibits installation of a fire extinguisher, unless it has passed the inspection as required by this AD.</p> <p>PAD 12-049 has been revised to correct affected fire extinguisher P/N in Reason and Required Action(s) and Compliance Time paragraphs, which inadvertently referred to P/N 57133 instead of P/N 57183. It has also been revised to clarify the applicability of the inspection by an amendment to</p>

	paragraphs (2) and (3) in the Required Action(s) and Compliance Time(s) section.
Effective Date:	[TBD: 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) 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 Hagens, 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 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 Hagens, 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.
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. This Proposed AD will be closed for consultation on 27 June 2012. 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: 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.