



Civil Aviation Authority



AIRWORTHINESS DIRECTIVE

Number: G-2015-0001R1

Issue date: 20 May 2016

This Airworthiness Directive (AD) is issued by the UK CAA as the National Aviation Authority (ICAO Annex 8 Authority of State of Design for the affected product).

In accordance with Article 19(1) of The Air Navigation Order 2009, as amended, the following action required by this AD is mandatory for applicable aircraft registered in the United Kingdom. No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name: Not applicable		Type/Model Designation(s): Kidde Graviner Automatic Fire Extinguishers
TCDS:	Not applicable	
Supersedure:	This AD revises UK AD G-2015-001, dated 13 October 2015.	
ATA 26	Fire Protection – Engine and APU Automatic Fire Extinguishers – Inspection / Overhaul	
Manufacturer(s):	Kidde Graviner Limited	
Applicability:	Non-EASA aircraft fitted with Kidde Graviner Single Head Automatic Fire Extinguishers, Part Numbers: 12A, 13A, 59A, 60A, 99A, 146A, 161A, 162A, 167A, 170A, 170A-02, 182A, 187A, 229A(1), 242A(1), 236A, 237A, 241A, 1167A, 1187A, 1200A, 57133 Series, 57135 Series, 57183 Series, 57331 Series, 57333 Series, 57335 Series	
Reason:	<p>An extinguisher failed to discharge because of excess solder that collected on the frangible plug and which prevented the release of the extinguishant. The solder had been deposited on the frangible plug during fire extinguisher overhaul. During the investigation by the vendor, Kidde Graviner, four further extinguishers of similar design were found to have the same issue.</p> <p>Failure of the fire extinguisher to discharge impacts the ability of the fire protection system to extinguish fires in the engine or APU fire zones. Failure to extinguish a fire in the engine or APU fire zones is categorized as potentially catastrophic.</p> <p>This condition, if not corrected, could result in the failure of a fire bottle to discharge when required.</p> <p>This AD is revised to clarify in the Applicability that only Non-EASA aircraft are affected.</p>	
Effective Date:	Original Issue: 20 October 2015 Revision 01: 23 May 2016	

Compliance/Action:	<p>Compliance is required as follows, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) Within 12 months after the effective date of the Original Issue of this AD, remove and inspect each affected fire extinguisher in accordance with the instructions of paragraph 3 of Kidde Graviner Service Bulletin (SB) 26-080 Revision 1. (2) Aeroplanes, which are equipped with 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) 26-21-40 at Revision 14 or later revision, 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 the Original Issue of this AD, do not install an affected Kidde Graviner fire extinguisher on any aeroplane, unless it is new, or it has passed the inspection in accordance with the instructions of Kidde Graviner SB 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 26-21-40 at Revision 14 or later revision, or it has been overhauled in accordance with Kidde Graviner CMM 26-21-52 at Revision 13 or later revision. <p>Note: For the purposes 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>
Reference Publications:	<p>Kidde Graviner Service Bulletin No. 26-080, "Automatic Fire Extinguisher – Excess Solder Between Operating Head and Container", Revision 1 dated July 27, 2011.</p> <p>Kidde Graviner Service Information Letter (SIL) 01-10, "Automatic Fire Extinguishers with Single Operating Head" dated July 29, 2010.</p>
Remarks:	<ol style="list-style-type: none"> 1. Enquiries regarding this Airworthiness Directive should be referred to: GA Unit, Civil Aviation Authority, Safety and Airspace Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. <p>Tel: +44 (0)1293 573309 E-mail: nigel.davis@caa.co.uk</p>