ATA	**ATA 26 Fire Protection**
Subject :	**Hand-operated Fire Extinguishers–Removal from Service**
Applicability :	Information for all aircraft owners, operators, maintenance organisations and aircraft manufacturers concerning umlaut Engineering GmbH (formerly P3 Engineering GmbH) Part Number (P/N) P3APP003010A, P3APP003010B and P3APP003010C HAFEX (Halon-free) fire extinguishers
TCDS :	N / A
Effective Date:	08 July 2021
Accomplishment :	Perform action i.a.w. EASA PAD 21-093 and EASA SIB 2021-14 issued 01 July 2021
Reason :	Occurrences have been reported of an issue on certain HAFEX fire extinguishers, manufactured by umlaut Engineering GmbH (formerly P3 Engineering GmbH), where, under certain environmental conditions, it might not be possible to discharge the extinguisher, resulting in a loss of extinguishing functionality of the equipment. Investigations determined that, after prolonged exposure (12 hours or more) to high temperature conditions of more than 65°C, the spindle in the fire extinguisher head can dislodge, making the fire extinguisher inoperable. However, there is no indication of this inoperable state, as the pressure gauge correctly indicates the pressure, and the weight of the extinguisher does not change. Considering that all portable fire extinguishers installed on an aircraft may be affected at the same time, this condition, if not detected and corrected, could prevent proper extinguishing of a fire in the cabin or cockpit, possibly resulting in damage to the aircraft and injury to occupants. To address this safety issue, umlaut Engineering GmbH (formerly P3 Engineering GmbH) issued VSB P3VSB000003 providing instructions to identify and inspect the affected hand-held fire extinguishers and to remove inoperable items from service.

Instructions for Continued Airworthiness:	EASA recommends all aircraft owners, operators, maintenance organisations and aircraft manufacturers identify whether any affected fire extinguisher is installed on their aircraft, or held in any spares inventory, to inspect the affected fire extinguishers and remove the inoperable items from service. EASA recommends that affected aircraft owners, operators, and maintenance organisations contact the design approval holder of designs that installed the affected fire extinguishers, to determine the instructions to be followed when operating, parking or storing the aircraft and extinguisher in locations subject to high temperatures. Furthermore, EASA recommends design approval holders of designs that installed the affected fire extinguishers to report such occurrences to EASA, to carry out a risk assessment, and to put in place any necessary action(s) to ensure the continued operability of the extinguishers. At this time, no corrective action instructions are available that would allow return to service of the fire extinguishers that are considered inoperable.
Reference Publications:	• EASA PAD 21-093: ATA 26–Fire Protection–Hand-operated Fire Extinguishers–Inspection / Replacement, issued 01 July 2021. • EASA SIB 2021-14: Hand-operated Fire Extinguishers–Removal from Service, issued 01 July 2021 • P3VSB000003: Umlaut engineering GmbH Vendor Service Bulletin ATA 26-24, fire protection –fire extinguisher -high temperature exposure – general, issued 10 May 2021 The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this SL.
Material :	none
Weight & Balance :	none
Remarks :	1. This service letter has to be accomplished under the expense of the owner/operator. 2. For any questions concerning the content of this SL, please contact: Gomolzig Aircraft Services GmbH Mail: Eisenwerkstraße 9; 58332 Schwelm Phone: +49 (0)2336 490 330 Fax: +49 (0)2336 490 339 E-Mail : info@gomolzig.de

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.274	
Editor: Carmen Franke Date: 08.07.2021	MPL: A. Geier Date: 08.07.2021