

2/2/2024

FOR YOUR INFORMATION

2024-15/11-1

2061955

To: FAA (AFS-200)

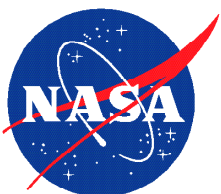
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: Air Carrier Fire Extinguisher Bottle Shipping and Handling Anomalies

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2061955

DATE / TIME

Date of Occurrence	202312
Local Time Of Day	1801 to 2400

PLACE

Locale	ZZZ.Airport
State	US
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Regional Jet 200 ER/LR (CRJ200)
Operating Under FAR Part	121

PERSON 1

Function - Ground Personnel	Ramp
Function - Maintenance	Lead Technician
ASRS Report Number	2061955

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Hazardous Material Violation
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Maintenance
Result - General	None Reported / Taken

NARRATIVE 1

Fire extinguisher bottles are being shipped, issued, and handled without protective shunt caps on the squibs. The cardboard boxes are only labeled as nonflammable gas, not as explosive. When we receive the bottles, the squibs are installed on them and have only a non-ESD plastic cap over the squib connectors. The squibs should have shunts on from the manufacturer, what are the vendors doing with them? I brought this up in the past when there was only 1 cap in house. We were told we should make shunt caps via a supplement due to no inventory. Whoever is, doing the inspections, testing, shipping and squib R&R should be aware of the need for the shunts at all times until installed on the aircraft.

1st educate the vendors and shippers of the hazards associated with the squibs. 2nd make sure the squibs are shipped handled and stored with shunt caps on at all times. 3rd cartons need to be properly labeled as to the hazards contained inside.

SYNOPSIS

Air carrier maintenance personnel reported the improper shipping and handling of fire extinguisher bottles. Reporter suggests additional training of shipping and handling personnel is needed.