EASA – Halon Replacement Status

presented by
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## Halon Replacement Dates

### Dates for halon replacement

| Purpose | Location of fire extinguishers | ICAO | Regulation (EU) No 1005/2009 | Agency | Cut off: No new application for Type Certificates possible if halon is present in the design. |
|---------|--------------------------------|------|-----------------------------|--------|__________________________________________________________________________________________|
| End date Mandatory Retrofit | Normally unoccupied cargo compartments | No retrofit mandated by ICAO | 2040 | Not proposed [but the dates in Regulation (EU) No 1005/2009 directly apply unless there is a case by case derogation obtained per Article 13(4) of Regulation (EC) No 1005/2009] |
| | Hand-held in cabins and crew compartments Engine nacelles and APU | | 2025 | |
| | | | 2040 | |
| | | | 2020 | |
| | Hand-held in cabins and crew compartments | 39th Assembly: shift to 2018 | | |
| | Engine nacelles and APU | Not mentioned | | |
| | Lavatory waste receptacles | | 2011 | |
| Cut off New applications for type Certificates (new design) | Normally unoccupied cargo compartments | 2024 (Annex 8) | 2018 | Halon no longer mandated by ‘Book 1’ of CS-23, CS-25 and CS-29, but neither prohibited, until Regulation (EU) No 1005/2009 applies |
| | Hand-held in cabins and crew compartments | Not mentioned | 2014 | Not proposed (out of scope of Part-26 and CS-26) |
| | Engine nacelles and APU | 2014 | 2014 | |
| | Lavatory waste receptacles | 2014 | 2011 | |

- **End Date**: i.e. after which the use of halon would no longer be permitted; all halon fire extinguishers and fire protection systems should be replaced, converted or decommissioned by the end date.
- **Cut off**: No new application for Type Certificates possible if halon is present in the design.
- **Forward Fit**: For Lavatory EASA proposal is one year after publication of rule but the EC may decide for applicability from the publication date.

DG-CLIMA maintains 2018 as Cut off date for Cargo Comp.
RMT Overview

» RMT.0560, Opinion 08/2016 issued
  » Title: Halon: Update of Part 26 to comply with ICAO standards
  » Applicability:
    » TOR Iss. 1: lavatory and handheld fire extinguisher for newly produced large aeroplane and rotorcraft
    » Note: CS-23/-27 not covered yet, will be treated as EASA internal task
  » Schedule:
    » NPA draft: 13.03.2014
    » Final draft NPA: September 2014
    » NPA publication: 18.11.2014
    » CRD preparation: 18.03.2015 til end 2015
    » CRD & Opinion to EC: 02 Aug 2016
    » CS26: Q2 2018
RMT. 0206, CS-ETSO Amendment 11 issued

- new ETSO-2C515 for halon-free portable fire extinguishers
- based on SAE AS 6271 (Halocarbon Clean Agent Handheld Fire Extinguisher)
- NPA published on 27.02.2015
- NPA comments until 27.05.2015
- 10 comments specific to ETSO-2C515

CRD: Publication 01 Aug 2016
Decision: Decision 2016/013/R - 01 Aug 2016: CS-ETSO Amendment 11

- SAE AS6271 'Halocarbon Clean Agent Hand-Held Fire Extinguisher' with modifications which further refers to:
  - UL 711/2129 (Minimum Rating, Test Requirements, Qualification)
  - FAA MPS DOT/FAA/AR-01/37 (e.g. Hidden Fire Test, Seat Fire Toxicity Test)
Clarification of EC Regulation No. 1005/2009, i.e definition of new equipment vs EASA Change Product Rules (Part-21)

- EC Regulation No. 1005/2009 has been amended (Ref. Commission Regulation (EU) 2017/605) to provide the following clarification:
  
  For reasons of legal clarity and consistency in the implementation of Regulation (EC) No 1005/2009, it is necessary to specify in the definition of ‘new equipment’ under point 2(b) of Annex VI to Regulation (EC) No 1005/2009 that for aircraft, request for type certification relates only to request for new type certification and does not cover changes to an existing type certification. This would also be in line with the concept used for halon standards by the International Civil Aviation Organisation.

- The cut off dates in the EC Regulation will apply only to new TCs as per Part-21 definition.

Derogation process: entry point DG-CLIMA/Member State

- Derogation process already filed to DG-CLIMA for Engine application by a EU member State in support of a EU Applicant.
- Non-EU Applicants will have to contact directly DG-CLIMA to start the derogation process.
- EASA will provide support (limited to the evaluation of the technical aspects of the derogation proposal) to DG-CLIMA upon request.
EASA Contacts

- For EASA Rulemaking activities:
  Youri Auroque (Regulations Officer)

- For applications related to Powerplant Systems:
  Remi Deletain (Powerplant Expert)

- For applications related to Cargo Compartments, Lavatories and Portable Fire Extinguishers:
  Thomas Manthey (Cabin Safety Expert)