

UP-DATE ON AIRBUS FIRE SAFETY RESEARCH AND DEVELOPMENT

This presentation is an update on the research and development activities conducted at Airbus in the domain of fire safety. It is as well a follow-up of the two previous presentations made at this conference in October 2001 and November 2004.

Tremendous improvements in air travel safety have been introduced since the past 25 years both through regulatory requirements and manufacturers and operators self-imposed safety specifications.

Thanks to that, air transport has become along the years, one of the safest if not the safest means of mass transport.

All along these years, Airbus has played an active role in aircraft fire safety improvement by participating in the development of regulations and introducing additional aircraft fire safety precautions in its products.

Recently published new fire safety rules focused on insulation materials have addressed both in-flight fires and post-crash fire with the double objective of decreasing the potential for in-flight fire propagation in hidden/inaccessible areas and increasing the available time for passengers to evacuate after a crash involving an external fuel fed fire.

With regards to potential fire threats in hidden areas, in order to complete the work done on insulation materials, investigations have been started to evaluate the contribution to flame spread of other component materials in hidden areas.

In the scope of fire detection and extinguishing, major areas of concern still are the reduction of the number of false alarms and the development of a replacement for Halon.

As a continuing effort to further improve aircraft fire safety, Airbus has elaborated dedicated research programs in the relevant domains of activity; this paper will present and discuss Airbus efforts in:

- Materials in Hidden Areas
- Smoke/Fire Detection Systems
- Halon Replacement in cargo compartments
- Halon Replacement in engines and APU
- Alternative to Oxygen on Board