

Industry Collaboration on Halon Fire Extinguishing Agent Replacements

Action has been taken by the aerospace industry to introduce halon alternatives for fire suppression in aircraft and engage with all relevant stakeholders to find solutions. The industry has been active in researching halon alternatives and in working with suppliers and regulatory agencies to address all associated safety, environmental, and operational requirements. Mechanisms for broad stakeholder engagement, essential to achieve safe, environmentally responsible and cost-effective solutions for replacement of halon, have been established.

Although good progress has been made, implementation of halon replacement in engine/APU fire suppression applications is dependent upon further testing and certification by regulatory authorities. A proposal to explore interest in a coordinated industry effort, or Industry Consortium (IC), to find a halon replacement for engines/APUs was initially presented at the May 2013 International Aircraft Systems Fire Protection Working Group (IASFPWG) meeting in Koeln, Germany. Various follow on engagements with interested parties have taken place since the May 2013 IASFPWG meeting.

Challenges also remain for cargo compartment fire suppression applications. In early 2013, ICCAIA established the Cargo Compartment Halon Replacement Working Group (CCHRWG) involving fire suppression system and agent suppliers, authorities and research institutions to develop a recommendation for a cargo compartment halon replacement deadline, applicable for new aircraft types. A concerted effort is underway to determine a realistic target date for halon replacement in good time for the 39th Session of the Assembly in 2016.

This presentation will provide a status and next steps for both the IC and the CCHRWG.