



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

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	
				CSs	Opinion 08/2016
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		2025		
	Engine nacelles and APU		2040		
	Lavatory waste receptacles		2020		
Forward fit New applications for individual Certificate of Airworthiness (CofA)	Normally unoccupied cargo compartments	Not mentioned	Out of scope of Regulation (EU) No 1005/2009	Out of scope of CS-23, CS-25 and CS-29 (and of Part 21)	Not proposed
	Hand-held in cabins and crew compartments	2016 (Annex 6) 39th Assembly: shift to 2018			2018
	Engine nacelles and APU	Not mentioned			Not proposed
	Lavatory waste receptacles	2011			TBC
Cut off New applications for type Certificates (new design)	Normally unoccupied cargo compartments	2024 (Annex 8) 39th Assembly: will be adapted within 2 yrs.	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	Not proposed (out of scope of Part-26 and CS-26)
	Hand-held in cabins and crew compartments	Not mentioned	2014		
	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.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
- Commission regulation: Amending Commission Regulation (EU) 2015/640
Q2 2018

- 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)



Halon Replacement Dates

➤ EASA / DG-CLIMA Discussion

- 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.

- ▶ 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)



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- END -

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