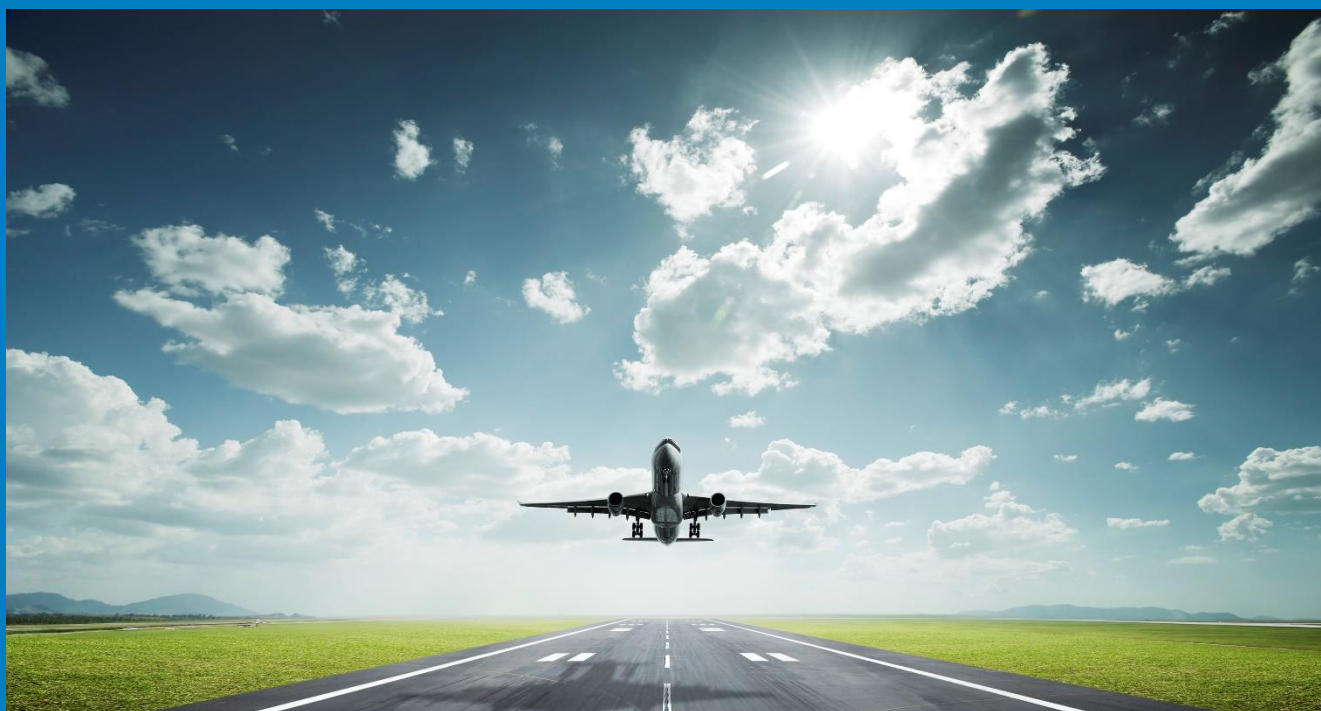




Halon replacement in the aviation industry

November 2019





inter alia

-

-

x

x

- *In other words, in the definition of ‘new equipment’ applicable to the aviation industry, the ‘date of submission of a request for type approval or type certification’ is the
and not the date of any request for its extension (see
examples in section 4.2).*

inter alia

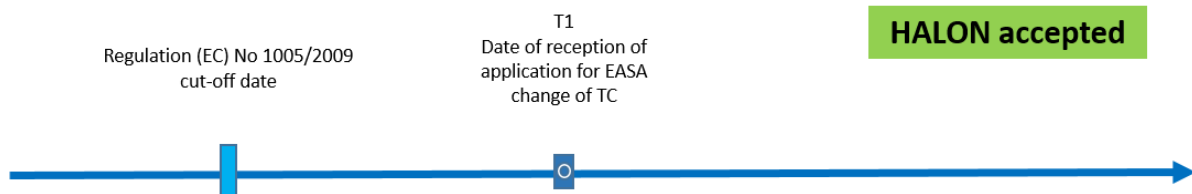
→

→



and

- ✓ *This is not 'new equipment' as defined in the Ozone Regulation; the use of halon is therefore accepted, even if the application for the change is received after the cut-off date in the Regulation. However, the end date applies.*
- ✓



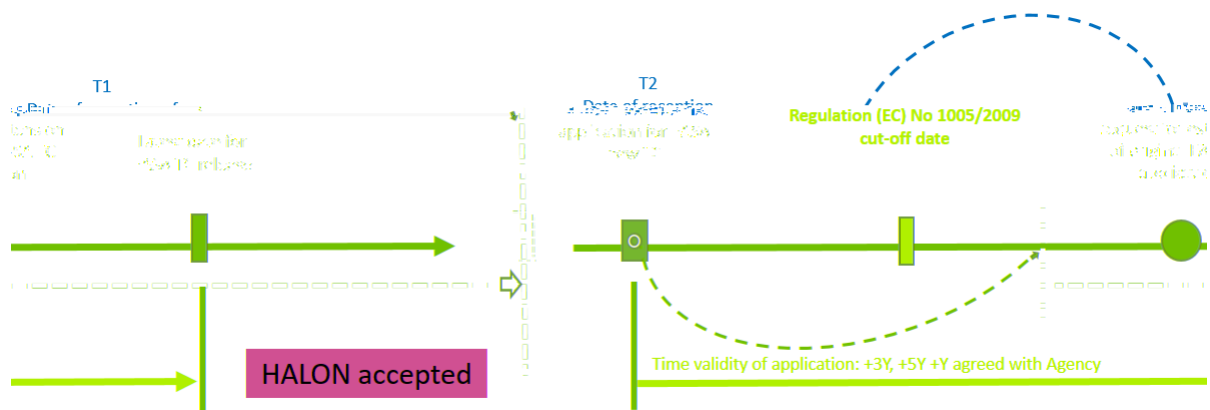
- ✓ The use of halons is accepted.



- ✗ The use of halons is not accepted.



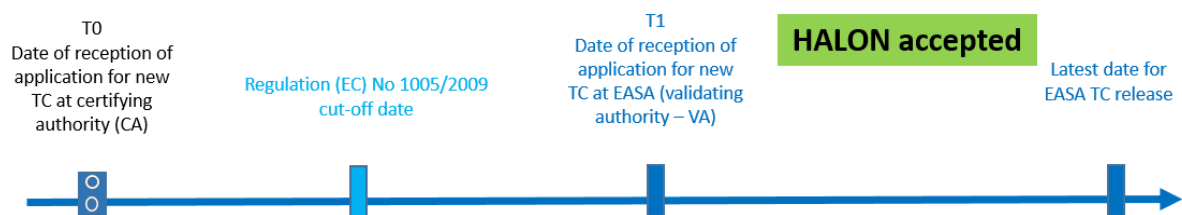
✓ The use of halons is accepted.



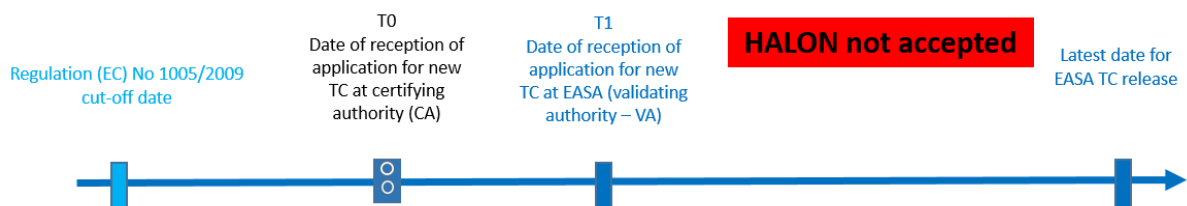
✓ The use of halons is accepted.



- ✓ The use of halons is accepted, as the appropriate regulatory authority is the certifying authority.



- ✗ The use of halons is not accepted.



‘any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall:

- a) meet the applicable minimum performance requirements of the State of Registry; and*
- b) not be of a type listed in the 1987 Montreal Protocol on Substances that Deplete the Ozone Layer as it appears in the Eighth Edition of the Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer, Annex A, Group II’.*

‘the approved design of an aircraft under Parts IIIB, IVB and V of this Annex shall use extinguishing agents that are not listed in the 1987

as it appears in the Eighth Edition of the

, Annex A, Group I, in the aircraft fire suppression or extinguishing systems in the lavatories, engines and auxiliary power unit’.

Dates for halons replacement				
Purpose	Fire Extinguisher location	Ozone Regulation Regulation (EC) No 1005/2009 as amended by (EU) 744/2010	Aviation standards	
			ICAO Convention on International Civil Aviation	Regulation (EU) 2015/640 (Part-26) as amended by (EU) 2019/133
Retrofit (end date)	Unoccupied cargo compartments	2040	Not specified	Not specified
	Hand-held in cabin & crew compartments	2025		
	Lavatory waste receptacles	2020		
	Engine nacelle & Auxiliary Power Units	2040		
Forward fit (new CoFA)	Unoccupied cargo compartments	2040	Not specified	2016 (Annex 6), 39th Assembly, October 2018
	Hand-held in cabin & crew compartments	2025		
	Lavatory waste receptacles	2020		
	Engine nacelle & Auxiliary Power Units	2040		
Cut-off (new application for type certificate)	Unoccupied cargo compartments	2040	2024 (Annex 8) 39th Assembly, 2018	will be a within
	Hand-held in cabin & crew compartments	2025		
	Lavatory waste receptacles	2020		
	Engine nacelle & Auxiliary Power Units	2040		



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