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**Twenty-Second Meeting of the Parties to the
Montreal Protocol on Substances that
Deplete the Ozone Layer**
Bangkok, 8–12 November 2010
Item 13 of the provisional agenda of the preparatory segment*
Other matters

Resolution A37/9, on halon replacement, of the Assembly of the International Civil Aviation Organization at its thirty-seventh session

Note by the secretariat

The annex to the present note contains resolution A37/9, which was adopted by the Assembly of the International Civil Aviation Organization at its thirty-seventh session, held in Montreal, Canada, from 28 September to 8 October 2010. The resolution has been reproduced as received from the International Civil Aviation Organization and has not been formally edited.

* UNEP/OzL.Pro.22/1.

Annex

Resolution A37/9, on halon replacement, of the Assembly of the International Civil Aviation Organization at its thirty-seventh session

Whereas halons contribute to climate change and are no longer being produced by international agreement because they are ozone-depleting chemicals, and have been used as fireextinguishing agents in commercial transport aircraft for 45 years;

Recognizing that more needs to be done because the available halon supplies are dwindling and that the environmental community continues to be concerned that halon alternatives have not been developed for all fire extinguishing systems in civil aircraft;

Recognizing that the Minimum Performance Standard for each application of halon has been developed already by the International Aircraft Systems Fire Protection Working Group with participation by industry and regulatory authorities;

Recognizing that there are stringent aircraft-specific requirements for each application of halon that must be met before a replacement can be implemented;

Recognizing that the production and import/export of halon is prohibited by international agreement, thus halon is mainly available by recycling existing supplies. Thus recycling of halon gas needs to be rigorously controlled to prevent the possibility of contaminated halon being supplied to the aviation industry.

Recognizing that any strategy must depend on alternatives that do not pose an unacceptable environmental or health risk as compared to the halons they are replacing; and

Recognizing that while halon alternatives for lavatories are available, and that progress has been made in the development of halon alternatives in hand-held fire extinguishers, more work is needed in the development of halon alternatives for cargo compartment and engine/auxiliary power unit fire extinguishing systems, and that regular reviews are necessary to evaluate and understand the implication of potential halon alternatives on the industry and the environment.

The Assembly:

1. *Agrees* with the urgency of the need to continue developing and implementing halon alternatives for civil aviation;
2. *Urges* States to intensify development of acceptable halon alternatives for fire extinguishing systems in cargo compartments and engine/auxiliary power units, and to continue work towards improving halon alternatives for hand-held fire extinguishers;
3. *Directs* the Council to establish a mandate for the replacement of halon:
 - in lavatory fire extinguishing systems used in aircraft produced after a specified date in the 2011 timeframe;
 - in hand-held fire extinguishers used in aircraft produced after a specified date in the 2016 timeframe; and
 - in engine and auxiliary power unit fire extinguishing systems used in aircraft for which application for type certification will be submitted after a specified date in the 2014 timeframe.
 - in hand-held fire extinguishers used in aircraft produced after a specified date in the 2016 timeframe; and
 - in engine and auxiliary power unit fire extinguishing systems used in aircraft for which application for type certification will be submitted after a specified date in the 2014 timeframe.
4. *Directs* the Council to conduct regular reviews of the status of potential halon alternatives to support the agreed upon implementation dates given the evolving situation regarding the suitability of potential halon alternative agents as they continue to be identified, tested, certified and implemented;

5. *Urges* States to advise their aircraft manufacturers, approved maintenance organizations, air operators, chemical suppliers, and fire-extinguishing companies to verify the quality of halon in their possession or provided by suppliers through effective testing or certification to an international or State recognized quality standard. States are also urged to require that the quality systems of air operators, approved maintenance organizations, and manufacturers provide a means for requesting from halon suppliers certification documentation attesting to the quality of halon to an established and recognized international standard;

6. *Encourages* ICAO to continue collaboration with the International Aircraft Systems Fire Protection Working Group and the United Nations Environment Programme's (UNEP) Ozone Secretariat through its Technology and Economic Assessment Panel's Halons Technical Options Committee on the topic of halon alternatives for civil aviation;

7. *Urges* States to inform ICAO regularly of their halon reserves and directs the Secretary General to report the results to the Council. Further, the Council is directed to report on the status of halon reserves at the next ordinary session of the Assembly;

8. *Resolves* that the Council shall report to the next ordinary session of the Assembly on progress made developing halon alternatives for cargo compartments and engine/auxiliary power unit fire extinguishing systems as well as the status of halon alternatives for hand-held fire extinguishers; and

9. *Declares* that this resolution supersedes Resolution A36-12.
