

# The Halon Herald

News from the halon & clean agent world

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## China Closes Chemical Plants

China is the world's largest producer of chlorofluorocarbons (CFCs) and halon, with 6 plants left operating in the country. As of July 1, 5 of those plants were closed, which puts China 2 1/2 yrs ahead of the phase out deadline of 2010 given by the Montreal Protocol. This is a huge step for China and the entire world community in regards to CFCs.

The shutdown of the 5 facilities, located near Chiangshou City (which is close to Shanghai) results in a new production quantity of 550 metric tons, way down from the previous quantity of 55,000 metric tons in 1998. The last plant open is being used only for CFCs for metered dose inhalers.

China was originally the world's leader in CFC and halon production in 1996, but now with the closing of these 5 major plants, India and South Korea are the leaders, with a combined level of about 15,000 metric tons. Achim Steiner, UN Under Secretary-General and Executive Director of the United Nations Environment Programme (UNEP) said, "On the 20th anniversary of the Montreal Protocol, with more than 95% of the ozone depleting substances being phased out, the Protocol is among the great success stories of recent years. This success underlines how, with political will, creative financing mechanisms and the support for industry and NGOs, the international community can rise to the challenge of sustainable development."

31 other CFC and halon producing factories have been shut down in China earlier this year, with the support of the Montreal Protocol and UNEP. "New research findings in 2007 also confirm that the phase outs are having other positive impacts, including on climate change. Scientists calculate that, over the period 1990 to 2010, the level of reductions will also equate

"The closure of these plants demonstrates China's continued commitment to meet its obligations under this treaty to phase out these chemicals."

- Zhang Lijun, Vice Minister, State Environmental Protection

## Chrissy's Corner

Randomness from the Editor-in-Chief



Here we go again, another batch of completely unrelated thoughts, stream of consciousness. Love 'em? Hate 'em? Tell me! There's a lot bouncing around in this mind of mine, and sometimes its tough to express all these little pieces together in a coherent strand...so, for the month of July, I bring you - randomness!

#1 - I'm buying a house. Well, actually, my husband and I are buying a house (but I get to decorate it). It's very frustrating and I have learned that patience is NOT my strong suit. I have also learned how much I enjoy home improvement shows, and how very addicting they become for me, until I find out that it cost \$25k to redo their kitchen and I love it so very much, but cannot live IN it. Then the channel changes back to Sports Center.

#2 - Happy 4th of July! I took in a ballgame on the 4th at the Staten Island Yankees Stadium, with the SI Yanks vs. the Brooklyn Cyclones (I'm a Cyclones fan myself). I was running around doing errands all day that, until sitting down in the stadium, I didn't exactly stop and think that it really was the 4th, and what that meant. Until the 7th inning stretch, when a lovely SI native came up to sing the national anthem. I got the chills, hearing everyone in that stadium, old, young, white, black, and everything in between, sounding the same way - proud - and singing that song together. I may not have seen fireworks, but I felt them. It doesn't need to be said how we sometimes take our country for granted. How it's

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Chrissy George,  
Editor-in-Chief

Upcoming Events

July 2007

Administration

in climate terms to the equivalent of eight Gigatonnes of carbon dioxide a year. This is one example of a virtuous circle, and I am convinced there are many others linked not only with ozone, but across a wide array of environmental treaties and agreements," Steiner also said.

Katherine Sierra, Vice President for Sustainable Development at the World Bank, reported, "The closure of CFC production facilities in China is marking a significant milestone not only for the Montreal Protocol, but also for the cooperation between the Government of China and the industry in their efforts to restore the ozone layer. A depleted ozone layer would have both adverse health and economic impacts to all nations. Action taken by China today contributes significantly to the global efforts in averting the global catastrophe on human health and ecosystem."

"The closure of these plants demonstrates China's continued commitment to meet its obligations under this treaty to phase out these chemicals. With the closing of these facilities, industry and consumers both here and in Asia Pacific must realize that there will soon be significant reductions in ozone depleting chemicals and that we should be prepared for the changes that are to come," said Zhang Lijun, Vice Minister, State Environmental Protection Administration (SEPA).

The Readers Speak

We have quite some responses as a result of John Demeter's last column in The Air Up There. As is our policy, we have published the response we received below.

The Money Is Up There:

Don't Just Do Something!! Stand There!!

by Co-chairs of the HTOC

It's official! The USA Gross National Income was 12.9 Trillion US dollars for 2005 and the rest of the world is equally awash in income with an additional 30.2 trillion dollars. (That would be about 9.6 and 22.6 Trillion Euros, respectively, for those who deal in metrics.) That's the word from the World Bank, which reports on the status of well..... the World Bank.

If you believe these numbers and are in, say, the commercial aviation industry, calculations will show that there is no reason for any US Airline to

so easy to bash the government, social security, immigration, all these hot button issues. I'm not going to turn this into a political soapbox and start spouting anything like that. I'm just going to say that standing in that stadium, rain pouring down with the NYC skyline across the river, singing the national anthem - together - was just really...nice.

#3 - Wesco is getting a makeover! Get ready to see some new literature coming soon! Everyone needs a facelift sometimes - now's the time for ours!

#4 - This month we got some reader responses to several of our columns, and I was thrilled. I LOVE hearing opinions, whether they are for or against! Please please please, don't ever be afraid to tell us what you think! Send it on over!

#5 - We're The Halon Herald. Not The Halon Bugle. #6 - And lastly, I don't think I mentioned it in last month's issue, but Happy Father's Day to all The Halon Herald's dads out there. I'm lucky enough to have the best dad in the world - one who let me run around in his formal suit shirts when I was 3, one who taught me to sit on his lap and "steer" the car when I was 6, one who took me out on a date when a boy stood me up, one who threatened every boyfriend that made his little girl cry (including the aforementioned one, and meant it), one that gave me the best dance ever at my wedding, and one that still slips me a \$20 for gas. I'm sure all you dads are great...but I know \*I\* have the best one. Happy Father's Day, a little late!

Thanks for reading,



Boeing Premieres 787 Dreamliner

On July 8, 2007, Boeing officially introduced the 787 Dreamliner in a huge celebration broadcast in 9 languages to 45 different countries, and a huge accomplishment for Boeing.

The 787 Dreamliner is said to be the most technologically advanced and environmentally safe, comfortable aircraft offered by Boeing to date. It will use 20% less fuel, produce fewer

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4th - Independence Day  
 14th - Bastille Day  
 24th - 26th - NFPA Americas Show - Miami, FL  
 (www.nfpa.org)

Upcoming Events

August 2007

August is a very uneventful month! Nothing's going on - so get yourself to a beach, a golf course, a bbq, or a ball game and enjoy the weather outside!

Upcoming Events

September 2007

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3rd - Labor Day  
 3rd - 5th - Interflam 2007, fire research conference, London, UK  
 6th - HARC/HRC Meeting, Washington DC  
 13th - Rosh Hashanah  
 22nd - Yom Kippur  
 23rd - Fall Equinox

be in bankruptcy – just take the money! But since we are "Doubting Thomases" when it comes to the word of United Nations agencies and when calculating the value of cash in Swiss banks, so let's take that number and cut it in half. That still leaves trillions of dollars (or Euros) available. Anyone worried about running out of cash yet?

But what if the numbers are wrong? What if they're not 50% overstated but 75% overstated?! Well, that would still leave commercial airlines with more than enough cash for the foreseeable future. Worried yet? We didn't think so. So why the rush for commercial aviation to move into bankruptcy? The airlines report (almost on a daily basis) that they are losing money, can't pay their bills and have to lay off pilots and support staff. They even talk of aircraft being grounded! Well, not if the US airlines believe the United Nations' numbers, they won't be! It seems to us that until someone comes up with an inexpensive and criminally responsible way to steal the money and figures out a way to hide their actions, the best thing we can do for the world is...wait for it... Nothing!

Well, not exactly nothing. From what we see, the commercial aviation sector is moving forward in a planned and determined fashion, and committing resources to reduce salaries, pay pennies on the dollar (that's cents on the euros) to investors. Our guess is that this will happen without a nudge from the government.

In the meantime there is plenty of cash available and pulling the plug on cash going into commercial aviation will only contribute to the Big Fuss, which every national newspaper has written about endlessly before.

So our advice to Governments? They might want to work on what they've identified as "regional imbalances" of income. (What good does it do anyone for 30% of the global bank to be in the United States and for sub-Saharan Africa to have virtually nothing (0.5 Trillion Dollars)? If not, our advice is: Don't just do something! Stand there!!

And now for something completely different – the truth about the airline industry and their halon predicament.

As John Demeter's tongue in cheek article in the June edition of the Halon Herald exemplifies, the statements and misleading conclusions made are exactly the perception problem HTOC has been trying to dispel. Obviously, many still believe aviation can go out and access the Global halon inventory anytime it needs to for the foreseeable future. Nothing could be further from the truth. The fact is that the Global inventories predicted in the HTOC report include all halon that is in-service, in stockpiles, potentially contaminated etc., and it isn't just available to anyone, let alone a specific sector of industry. Quite the contrary. It is precisely because this Global inventory is not available (and will become less available) that the

carbon emissions, and have quieter take offs and landings, as compared to other aircrafts of its size. Over 15,000 attended the premiere party at the Everett, WA assembly factory. More than 30,000 people attended via two way satellite.

"This has been a wonderful and exciting day to celebrate this breakthrough airplane with our customers, employees, supplier partners and our communities," said Scott Carson, Boeing Commercial Airplanes president and CEO. "We are gratified that the 787 has been so strongly validated in the marketplace by our customers. Their response is proof that the Dreamliner will bring real value to our airline customers, passengers and the global air transportation system."

The 787 Dreamliner will be completely and given the final touches after the premiere in the Everett, WA factory. The first flight is expected to take place in August of September.

"Our journey began some six years ago when we knew we were on the cusp of delivering valuable technologies that would make an economic difference to our airline customers. In our business, that happens every 15 or so years, so we have to get it right," said Mike Bair, Boeing Commercial Airplanes vice president/general manager of the 787 program. "I am so proud of the men and women of Boeing and of our partner employees in the 70 companies that have brought this airplane to the passengers of the world."

Many congratulations to Boeing on this achievement! The full text of this article can be found here.

Singapore Airlines Signs Contract with Airbus

Singapore Airlines has signed a contract with Airbus for the delivery of 20 A350-900 XWBs for medium to long range routes across the Asia Pacific regions, starting in 2013!

The A350-900 XWB fits into the long range wide

"I am so proud of the men and women of Boeing and of our partner employees in the 70 companies that have brought this airplane to the passengers of the world."  
 - Mike Bair, Boeing Commercial Airplanes vice president/general manager of the 787 program

HTOC is concerned about the civil aviation's lack of progress in moving to alternatives and their little or no action in securing halon supplies. The aviation industry owns very little of the Global halon inventory and, surprising that it may be to some, other owners/users are very protective of their halon. Japan for instance has very strict controls on who may own, use and get fresh supplies of halon 1301 – hence the prediction that Japan will eventually own the major share of the world's halon 1301 – they won't sell it to just anyone outside of Japan. Similarly military organizations within the USA and Europe (and possibly elsewhere) are building their own stockpiles, as are users within the oil and gas industry, while at the same time they are switching to alternatives where technically and economically feasible. This is what we call prudent planning for the day when halon supplies are extremely short. Where is the aviation industry's stockpile for the future? Apart from some forward thinking airlines like BA, it doesn't exist. Are they expecting those that have planned for their future to give up theirs? Do they expect governments to mandate that we all give up our halon to aviation? We don't think that will happen.

As John and others in the halon recycling business well know, and have often discussed, halon 1301 is not available at prices that would indicate some large surplus – despite the size of the Global inventory. This is because, in the main, it is legitimately in service somewhere and the owners do not wish to, or have no incentive to, take it out of service. Except in certain regions, most notably the European Union (EU), the aviation industry has no critical use exemption and even in the EU they have no priority over available supplies. This industry sector has to compete with every other user for supplies, and for anyone to imply that even a portion of the Global inventory is reserved for them is reckless and negligent, and does the industry a disservice. What aviation needs is a “nudge” to overcome the regulatory impediments to the adoption of technically and economically available alternatives – remember, the “potty bottle” with the alternative that Airbus uses is cheaper than one that uses halon 1301.

The HTOC and the FAA are attempting to provide that “nudge” by getting a meaningful plan agreed at the upcoming ICAO Assembly meeting.

So what else is HTOC doing? We're standing there telling the decision makers that they need to address the problem of regional imbalances. What are the decision makers doing? They are standing together talking to each other on how to address this. One country convinced another country to allow export of their excess quantities of halon 1211. Another country is working on a Decision for the decision makers to give the HTOC an assignment to help figure out what to do with regional imbalances. So, not just doing something but standing there seems to be good advice after all!!

body family, with new wider fuselage for extra space and passenger comfort. It plans to be environmentally efficient, energy saving, and quiet, as compared to other planes in the same category on the market today. In addition, the A350-900 XWB will offer comfortable, roomy cabins, holding 270, 314, or 350 passengers in a variety of class configurations. Airbus plans to use the A350-900 XWB to offer the lowest operating costs and seat mile costs of any other airline or aircraft in its same class.

For more information on this story, visit Airbus' website [here](#).

### Recipe of the Month!

There are amazing things you can do with egg roll and spring roll wrappers. Trust me, try them with a variety of fillings (like chop meat, mexican cheese, and cayenne peper for some ole). Egg roll or spring roll wrappers are usually found by the refrigerated salad dressings and health food in the veggie section, or the refrigerated ethnic section. The below recipe is a tasty spin on a French classic. Bonjour, taste buds!

The full text of this recipe can be found [here](#). Enjoy!

### Croque Monsieur Egg Rolls

Servings: 8  
Preparation Time: 10 min  
Cooking Time: 16 min  
Level of Difficulty: Easy

### Ingredients

- \* 5 oz cooked lean ham, finely diced (about 1 1/4 cups)
- \* 2 oz low-fat Swiss cheese, finely chopped (about 1/2 cup)
- \* 1 Tbsp scallion(s), minced (green part only)
- \* 8 egg roll wrapper(s)
- \* 3 sprays cooking spray
- \* 1/4 cup honey mustard

### Instructions

- \* Preheat oven to 400°F.
- \* Combine ham, cheese and scallion in a small bowl; mix well.

The Air Up There:  
Flattery Will Get You Anything –  
Except a Change in our Position  
by John Demeter



So what's John's response to HTOC above? Read on!

It seems that our last column caught the attention of the co-chairs of HTOC who took exception to some of our conclusions about the future of halon in the commercial aviation market. You can see their response above and our last month's column [here](#).

(Full disclosure! First, we know the HTOC co-chairs and are hard pressed to find two more competent and knowledgeable representatives in this field than Dave Catchpole and Dan Verdonik. Second, we make money selling halons and have high hopes of doing it well into the 21st century!)

Their response came in two parts, the first - a rather clever mimic of our last column - where they attempt to set up a comparison to our position that there is plenty of halon 1301 and 1211 left in the world to service commercial aviation well into the future. While we got a chuckle out of their use of our words, we're not buying the analogy comparing the world halon bank to the transfer of wealth from the U.S. to sub-Saharan Africa. While we know nothing about the latter (although we suspect it has something to do with free people, free elections and free markets) we do indeed know how to get halon from where it isn't needed to where it is needed, a job we have been doing so for over 12 years.

The second, more reasoned (and much less funny) part of their response, makes the following points: 1) Halon is not readily accessible and the commercial aviation industry can't expect to go into the market anytime it wants to and acquire halon; 2) if they don't start banking halon now they risk having planes grounded sometime in the future when the halon supply runs out; 3) Commercial aviation is not moving fast enough to find an alternative for halon 1301 for new aircraft.

We understand and agree with their first point. Halon isn't readily available. If it were, we would not be in business. Have the airlines begun to

\* Place an egg roll wrapper on a flat work surface with the corners set vertically (pointing up and down – like a diamond shape). Arrange 3 slightly rounded tablespoons of filling down the center of the wrapper, leaving 1/2 inch of space at the bottom and top.

\* Fold the bottom of the wrapper to the center, over the filling. Gently, but firmly, fold the left side of the wrapper to the center and then fold in the right side. Fold the top of the wrapper down to cover filling and seal any loose ends with water; repeat with remaining ingredients.

\* Place filled wrappers on prepared baking sheet; lightly coat surface of wrappers with cooking spray. Bake until wrappers are golden brown, flipping once, about 16 minutes. Yields 1 egg roll and 1 1/2 teaspoons of honey mustard per serving.

Reader Poll:  
Thoughts on The Sopranos

Last month, we asked for thoughts on The Sopranos season finale, being that I was 9and still am) slightly disgruntled. Here was one reader's response:

La Cosa Nostra "Our Thing"  
The parting gesture from the Sopranos was its own thing. Unless you are one of them, it meant it was none of your business. You were only a friend, not la familia. It was a serious joke, like an indifferent finger to the teeth. It was absolutely intended and unabashedly executed. The gesture was no less stark and emotionally back-loaded than waking up to a sawed-off horses head between your bed sheets. It was rooted in a pathological sense of humor and in a will to power. Nietzsche was correct. Good bye La Cosa Nostra-- it's your own thing!

- Vince DePalma Thanks for your response, Vince!

stockpile halon? We're not sure if they would even tell us, or HTOC or anyone for that matter, if they were. But we have sat through enough engineering briefing to know that an effort is being made to find an alternative. And why wouldn't it be? It's in their interest! Just because the folks in commercial aviation believe in flight doesn't mean they believe in the fairy godmother. They know halon will eventually run out and that a replacement must be found by the time it does. But isn't this their risk?

So, how much do they need? Independent estimates indicate that the commercial aviation industry will require a little over 3.6 million pounds of halon 1301 and 415,000 pounds of halon 1211 in the 15 year period between 2005 and 2020. That is for both new production and to cover emissions (which, by the way, are relatively small). That amounts to 3.3% of the world halon 1301 bank and a whopping .2% of the world halon 1211 supply (yes, that's two tenths of a percent!).

For our money, we still say let's worry more about the responsible management of whatever halons are left out there (e.g. removing impediments to trade) and leave corporate decisions to the companies who – we must assume – know a little about safe flying. In the end, we might even find that it was the environmentally responsible thing to do!!