

AN INTEGRATED FIRE PROTECTION SYSTEM

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The presentation, given by Ray Cherry of R.G.W. Cherry & Associates Limited, will discuss a Research Study commissioned by Transport Canada to identify the feasibility, practicality, and issues that are likely to result from the implementation of an Integrated Fire Protection System.

The concept of an Integrated Fire Protection System originates from the potential availability of Nitrogen Enriched Air produced by an Onboard Inert Gas Generation System (OBIGGS) primarily intended for fuel tank inerting. Combined with a water mist system, the available Nitrogen Enriched Air has the potential to be a replacement for Halon 1301 as a cargo compartment fire suppression agent. Furthermore, a Cabin Water Mist System could potentially be cost beneficial if the cargo and cabin systems could "share" elements of the water mist system. There is also the possibility of using the NEA as an on-demand fire suppressing/extinguishing system for hidden areas, electronic equipment bays, and wheel wells. In addition to this, there is also the potential of using the Oxygen-Enriched Air, as the by-product of the OBIGGS, as part of an emergency oxygen supply for passengers and crew.