



Study regarding: Fire Extinguishing/ Suppression Agents' Quality Processes



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(Cologne, Germany, 23-24 May 2012)*

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Overview

- Background
- Objective
- 2 Phases:
 - Data Acquisition
 - Assessment
- Summary/Status





Background (Why..?)

- Instances of contaminated Halons (particularly in handheld extinguishers)
- Questions re. adequacy of the processes in place to assure that extinguishing/suppression agents in aircraft systems meet pertinent purity standards and perform as intended
- ICAO recommendation to its member States for better oversight of the quality compliance of re-cycled Halons





Objective

- Investigate means to minimize the probability that 'contaminated' extinguishing/suppression agents will be installed on aircraft

TCCA-funded study in partnership with FAA and UK CAA, in cooperation with EASA





Phase 1

- Acquire the specifics of the various processes currently in use (in North America & Europe), and map out the *supply chains* (and variants) for the different ‘applications’

To consider:

- From *gas ‘production’* to *filled vessels installed (/certified)* on aircraft
- New and recycled agents
- Maintenance events



Phase 2

- Assess identified processes, determine *best practices* – as well as deficiencies and ‘gaps’/issues’ – and develop standardized protocols

To consider:

- Intentional as well as non-intentional contamination potential
- Impact (cost & benefit)
- Minimization of regulatory burden



Summary/Status

- Study aimed at identifying means to minimize the likelihood of non-compliant agents being installed on aircraft
- Joint effort between TCCA, FAA and UK CAA in cooperation with EASA
- Contract issued to R.G.W. Cherry & Associates Ltd (UK)
- We seek this WG's support ('focus group')

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Thank You..!



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