

PTSG and Virgin Atlantic



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Premier Technical Services Group Ltd (PTSG) has been working with Virgin Atlantic to deliver specialist fire solutions at the airline's hangar at Heathrow – on behalf of main contractor CBRE.

Fires at airports have extremely high stakes, with costs running into the millions. Fire suppression systems can be key to protecting lives and livelihoods.

Following a dip test on the foam cannons in the Heathrow hangar, it was identified that the foam concentrate contained a chemical which will be subject to a ban by the Environment Agency in 2025. In the meantime, its use is subject to a number of conditions. The chemical in question is known as (C8 PFOS).

Trinity engaged with a specialist in foam replacement and proposed a programme of works to CBRE that would allow Virgin to keep one tank of foam operational so as not to impact on the operation of their hangar.

Engineers from Trinity, one of the main constituent companies of PTSG Fire Solutions Ltd, were tasked with replacing the foam on site, stored in two holding tanks. The tanks are lined with rubber bladder tanks and these would also require replacing due to PFOS (perfluoro-octane sulfonate) contamination.

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Scaffolding and roof works were required in the first instance to allow access above the tanks for the removal of the valves, This required Trinity's engineers to cut penetrations in the roof, rectifying them on completion of the works, thereby future-proofing the building.

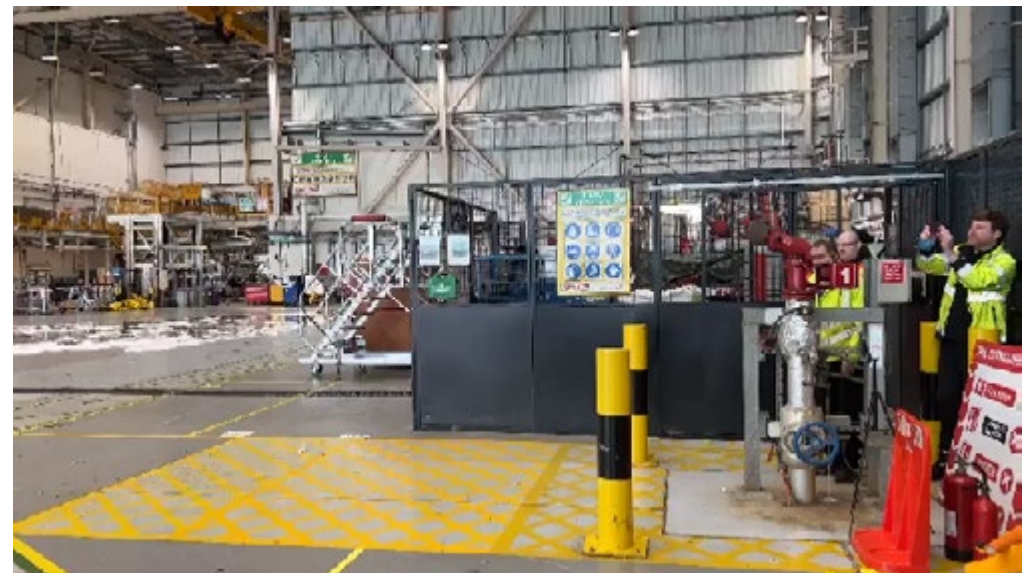
The first tank was disconnected and drained, with the contaminated water and foam removed by road tanker for temperature incineration. This enabled engineers to access the bladders in the tanks.

Upon completion of the works, a full operational test of the foam monitors was performed to confirm functionality.

Once the bladders had been removed, the tank was inspected and the new bladder lining was fitted; work then switched to the second tank to complete the process again.

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Virgin Atlantic was established in 1984. It uses a mixed fleet of Airbus and Boeing wide-body aircraft and operates to destinations in North America, the Caribbean, Africa, the Middle East and Asia from its main hub at London-Heathrow and its secondary hub at Manchester. The airline also operates a seasonal service from Edinburgh. Virgin Atlantic aircraft consist of three cabins: Economy, Premium (formerly Premium economy) and Upper Class (business).



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