Federal Aviation Administration, DOT

§ 25.1195 Fire extinguishing systems.

(a) Except for combustor, turbine, and tailpipe sections of turbine engine through any designated fire zone, except that shutoff means are not required for—

(1) Lines, fittings, and components forming an integral part of an engine; and

(2) Oil systems for turbine engine installations in which all components of the system in a designated fire zone, including oil tanks, are fireproof or located in areas not subject to engine fire conditions.

(b) The closing of any fuel shutoff valve for any engine may not make fuel unavailable to the remaining engines.

(c) Operation of any shutoff may not interfere with the later emergency operation of other equipment, such as the means for feathering the propeller.

(d) Each flammable fluid shutoff means and control must be fireproof or must be located and protected so that any fire in a fire zone will not affect its operation.

(e) No hazardous quantity of flammable fluid may drain into any designated fire zone after shutoff.

(f) There must be means to guard against inadvertent operation of the shutoff means and to make it possible for the crew to reopen the shutoff means in flight after it has been closed.

(g) Each tank-to-engine shutoff valve must be located so that the operation of the valve will not be affected by powerplant or engine mount structural failure.

(h) Each shutoff valve must have a means to relieve excessive pressure accumulation unless a means for pressure relief is otherwise provided in the system.


§ 25.1192 Engine accessory section diaphragm.

For reciprocating engines, the engine power section and all portions of the exhaust system must be isolated from the engine accessory compartment by a diaphragm that complies with the firewall requirements of § 25.1191.

[Amend. 25–23, 35 FR 5678, Apr. 8, 1970]

§ 25.1193 Cowling and nacelle skin.

(a) Each cowling must be constructed and supported so that it can resist any vibration, inertia, and air load to which it may be subjected in operation.

(b) Cowling must meet the drainage and ventilation requirements of § 25.1187.

(c) On airplanes with a diaphragm isolating the engine power section from the engine accessory section, each part of the accessory section cowling subject to flame in case of fire in the engine power section of the powerplant must—

(1) Be fireproof; and

(2) Meet the requirements of § 25.1191.

(d) Each part of the cowling subject to high temperatures due to its nearness to exhaust system parts or exhaust gas impingement must be fireproof.

(e) Each airplane must—

(1) Be designed and constructed so that no fire originating in any fire zone can enter, either through openings or by burning through external skin, any other zone or region where it would create additional hazards;

(2) Meet paragraph (e)(1) of this section with the landing gear retracted (if applicable); and

(3) Have fireproof skin in areas subject to flame if a fire starts in the engine power or accessory sections.

§ 25.1195 Fire extinguishing systems.

(a) Except for combustor, turbine, and tailpipe sections of turbine engine
§ 25.1197 Fire extinguishing agents.

(a) Fire extinguishing agents must—

(1) Be capable of extinguishing flames emanating from any burning of fluids or other combustible materials in the area protected by the fire extinguishing system; and

(2) Have thermal stability over the temperature range likely to be experienced in the compartment in which they are stored.

(b) If any toxic extinguishing agent is used, provisions must be made to prevent harmful concentrations of fluid or fluid vapors (from leakage during normal operation of the airplane or as a result of discharging the fire extinguisher on the ground or in flight) from entering any personnel compartment, even though a defect may exist in the extinguishing system. This must be shown by test except for built-in carbon dioxide fuselage compartment fire extinguishing systems for which—

(1) Five pounds or less of carbon dioxide will be discharged, under established fire control procedures, into any fuselage compartment; or

(2) There is protective breathing equipment for each flight crewmember on flight deck duty.

§ 25.1199 Extinguishing agent containers.

(a) Each extinguishing agent container must have a pressure relief to prevent bursting of the container by excessive internal pressures.

(b) The discharge end of each discharge line from a pressure relief connection must be located so that discharge of the fire extinguishing agent would not damage the airplane. The line must also be located or protected to prevent clogging caused by ice or other foreign matter.

(c) There must be a means for each fire extinguishing agent container to indicate that the container has discharged or that the charging pressure is below the established minimum necessary for proper functioning.

(d) The temperature of each container must be maintained, under intended operating conditions, to prevent the pressure in the container from—

(1) Falling below that necessary to provide an adequate rate of discharge; or

(2) Rising high enough to cause premature discharge.

(e) If a pyrotechnic capsule is used to discharge the extinguishing agent, each container must be installed so that temperature conditions will not cause hazardous deterioration of the pyrotechnic capsule.

§ 25.1201 Fire extinguishing system materials.

(a) No material in any fire extinguishing system may react chemically with any extinguishing agent so as to create a hazard.