§ 25.854 Lavatory fire protection.

For airplanes with a passenger capacity of 20 or more:

(a) Each lavatory must be equipped with a smoke detector system or equivalent that provides a warning light in the cockpit, or provides a warning light or audible warning in the passenger cabin that would be readily detected by a flight attendant; and

(b) Each lavatory must be equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste, located within the lavatory. The extinguisher must be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in that receptacle.


§ 25.855 Cargo or baggage compartments.

For each cargo or baggage compartment, the following apply:

(a) The compartment must meet one of the class requirements of §25.857.

(b) Class B through Class E cargo or baggage compartments, as defined in §25.857, must have a liner, and the liner must be separate from (but may be attached to) the airplane structure.

(c) Ceiling and sidewall liner panels of Class C compartments must meet the test requirements of part III of appendix F of this part or other approved equivalent methods.

(d) All other materials used in the construction of the cargo or baggage compartment must meet the applicable test criteria prescribed in part I of appendix F of this part or other approved equivalent methods.

(e) No compartment may contain any controls, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that—

(1) They cannot be damaged by the movement of cargo in the compartment, and

(2) Their breakage or failure will not create a fire hazard.

(f) There must be means to prevent cargo or baggage from interfering with the functioning of the fire protective features of the compartment.

(g) Sources of heat within the compartment must be shielded and insulated to prevent igniting the cargo or baggage.

(h) Flight tests must be conducted to show compliance with the provisions of §25.857 concerning—

(1) Compartment accessibility,

(2) The entries of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, and

(3) The dissipation of the extinguishing agent in Class C compartments.

(1) During the above tests, it must be shown that no inadvertent operation of smoke or fire detectors in any compartment would occur as a result of