Federal Aviation Administration, DOT

§ 25.858 Cargo or baggage compartment smoke or fire detection systems.

If certification with cargo or baggage compartment smoke or fire detection systems is not possible, the cargo or baggage compartment shall be designed to provide for—

(a) An approved fire extinguishing system installed and connected so as to be operable by the flight crew;

(b) Where necessary, means for preventing smoke and flames from entering any compartments occupied by the flight crew;

(c) For cargo or baggage compartments not capable of containing a fire, a separate approved smoke or fire detector system installed and connected to give warning at the crew station;

(d) For cargo or baggage compartments capable of containing a fire, a separate approved smoke or fire detector system installed and connected to give warning at the crew station, and such systems shall not be incorporated into the fuselage in a manner that will affect its structural integrity;

(e) Means to shut off the ventilating airflow to, or within, the compartment, and the controls for these means are accessible to the crew in the crew compartment;

(f) Means to control ventilation and drafts within the compartment so that the extinguishing agent used can control any fire that may start within the compartment;

(g) Where appropriate, a separate approved smoke or fire detector system installed and connected to give warning at the flight crew station.

A cargo or baggage compartment shall not be certified unless it meets all requirements of §§ 25.856 and 25.857.

provisions is requested, the following must be met for each cargo or baggage compartment with those provisions:

(a) The detection system must provide a visual indication to the flight crew within one minute after the start of a fire.

(b) The system must be capable of detecting a fire at a temperature significantly below that at which the structural integrity of the airplane is substantially decreased.

(c) There must be means to allow the crew to check in flight, the functioning of each fire detector circuit.

(d) The effectiveness of the detection system must be shown for all approved operating configurations and conditions.


§ 25.859 Combustion heater fire protection.

(a) Combustion heater fire zones. The following combustion heater fire zones must be protected from fire in accordance with the applicable provisions of §§ 25.1181 through 25.1191 and §§ 25.1195 through 25.1203:

(1) The region surrounding the heater, if this region contains any flammable fluid system components (excluding the heater fuel system), that could—
   (i) Be damaged by heater malfunctioning; or
   (ii) Allow flammable fluids or vapors to reach the heater in case of leakage.

(2) The region surrounding the heater, if the heater fuel system has fittings that, if they leaked, would allow fuel or vapors to enter this region.

(3) The part of the ventilating air passage that surrounds the combustion chamber. However, no fire extinguishment is required in cabin ventilating air passages.

(b) Ventilating air ducts. Each ventilating air duct passing through any fire zone must be fireproof. In addition—

(1) Unless isolation is provided by fireproof valves or by equally effective means, the ventilating air duct downstream of each heater must be fireproof for a distance great enough to ensure that any fire originating in the heater can be contained in the duct; and

(2) Each part of any ventilating duct passing through any region having a flammable fluid system must be constructed or isolated from that system so that the malfunctioning of any component of that system cannot introduce flammable fluids or vapors into the ventilating airstream.

(c) Combustion air ducts. Each combustion air duct must be fireproof for a distance great enough to prevent damage from backfiring or reverse flame propagation. In addition—

(1) No combustion air duct may have a common opening with the ventilating airstream unless flames from backfires or reverse burning cannot enter the ventilating airstream under any operating condition, including reverse flow or malfunctioning of the heater or its associated components; and

(2) No combustion air duct may restrict the prompt relief of any backfire that, if so restricted, could cause heater failure.

(d) Heater controls; general. Provision must be made to prevent the hazardous accumulation of water or ice on or in any heater control component, control system tubing, or safety control.

(e) Heater safety controls. For each combustion heater there must be the following safety control means:

(1) Means independent of the components provided for the normal continuous control of air temperature, airflow, and fuel flow must be provided, for each heater, to automatically shut off the ignition and fuel supply to that heater at a point remote from that heater when any of the following occurs:
   (i) The heat exchanger temperature exceeds safe limits.
   (ii) The ventilating air temperature exceeds safe limits.
   (iii) The combustion airflow becomes inadequate for safe operation.
   (iv) The ventilating airflow becomes inadequate for safe operation.

(2) The means of complying with paragraph (e)(1) of this section for any individual heater must—

   (1) Be independent of components serving any other heater whose heat output is essential for safe operation; and