fire contained in any other compartment, either during or after extin-
guishment, unless the extinguishing system floods each such compartment simultaneously.

(j) Cargo or baggage compartment electrical wiring interconnection sys-
tem components must meet the requirements of §25.1721.
[Amdt. 25–72, 55 FR 29784, July 20, 1990, as
amended by Amdt. 25–93, 63 FR 8048, Feb. 17,
Amdt. 25–123, 72 FR 63405, Nov. 8, 2007]

§ 25.856 Thermal/Acoustic insulation
materials.

(a) Thermal/acoustic insulation ma-
terial installed in the fuselage must
meet the flame propagation test re-
quirements of part VI of Appendix F to
this part, or other approved equivalent
test requirements. This requirement
does not apply to “small parts,” as de-
efined in part I of Appendix F of this
part.
(b) For airplanes with a passenger ca-
pacity of 20 or greater, thermal/acous-
tic insulation materials (including the
means of fastening the materials to the
fuselage) installed in the lower half of
the airplane fuselage must meet the
flame penetration resistance test re-
quirements of part VII of Appendix F
to this part, or other approved equiva-
tent test requirements. This require-
ment does not apply to thermal/acous-
tic insulation installations that the
FAA finds would not contribute to fire
penetration resistance.
[Amdt. 25–111, 68 FR 45059, July 31, 2003]

§ 25.857 Cargo compartment classifica-
tion.

(a) Class A; A Class A cargo or bag-
ggage compartment is one in which—
(1) The presence of a fire would be
easily discovered by a crewmember
while at his station; and
(2) Each part of the compartment is
easily accessible in flight.
(b) Class B; A Class B cargo or bag-
ggage compartment is one in which—
(1) There is sufficient access in flight
to enable a crewmember to effectively
reach any part of the compartment with
the contents of a hand fire exting-
guisher;
(2) When the access provisions are
being used, no hazardous quantity of
smoke, flames, or extinguishing agent,
will enter any compartment occupied
by the crew or passengers;
(3) There is a separate approved
smoke detector or fire detector system
to give warning at the pilot or flight
engineer station.
(c) Class C. A Class C cargo or bag-
ggage compartment is one not meeting
the requirements for either a Class A
or B compartment but in which—
(1) There is a separate approved
smoke detector or fire detector system
to give warning at the pilot or flight
engineer station;
(2) There is an approved built-in fire
extinguishing or suppression system
controllable from the cockpit.
(3) There are means to exclude haz-
ardous quantities of smoke, flames, or
extinguishing agent, from any comp-
artment occupied by the crew or pas-
sengers;
(4) There are means to control ven-
tilation and drafts within the compart-
ment so that the extinguishing agent
used can control any fire that may
start within the compartment.
(d) [Reserved]
(e) Class E. A Class E cargo compart-
mence is one on airplanes used only for
the carriage of cargo and in which—
(1) [Reserved]
(2) There is a separate approved
smoke or fire detector system to give
warning at the pilot or flight engineer
station;
(3) There are means to shut off the
ventilating airflow to, or within, the
compartment, and the controls for
these means are accessible to the flight
crew in the crew compartment;
(4) There are means to exclude haz-
ardous quantities of smoke, flames, or
noxious gases, from the flight crew
compartment; and
(5) The required crew emergency
exits are accessible under any cargo
loading condition.
[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as
amended by Amdt. 25–32, 37 FR 3972, Feb. 24,
1972; Amdt. 25–60, 51 FR 18243, May 16, 1986;
Amdt. 25–53, 63 FR 8048, Feb. 17, 1998]

§ 25.858 Cargo or baggage compart-
ment smoke or fire detection sys-
tems.

If certification with cargo or baggage
compartment smoke or fire detection