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

If certification with cargo or baggage compartment smoke or fire detection systems is required, the following conditions shall be met:

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 baggage 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 extinguisher;
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 or fire detector system to give warning at the pilot or flight engineer station;
4. There are 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;
5. The required crew emergency exits are accessible under any cargo loading condition.

(c) Class C. A Class C cargo or baggage 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 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 hazardous quantities of smoke, flames, or extinguishing agent, from any compartment occupied by the crew or passengers;
4. There are 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.

(d) [Reserved]

(e) Class E. A Class E cargo compartment is one on airplanes used only for the carriage of cargo and in which—

1. There is a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station;
2. 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;
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 hazardous 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.