

ULD Fire Suppression Certification



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Federal Aviation
Administration



- Current FAA flammability requirements for material used in the construction of cargo containers (ULD's) must not exceed a burn rate of 4" per minute when subjected to a horizontal bunsen burner test [Part 25 Appendix F. (a)(1)(v)].

- 25.857e) *Class E.* A Class E cargo compartment 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 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.

- Sec. 25.1301

Function and installation.

(a) Each item of installed equipment must--

- (1) Be of a kind and design appropriate to its intended function;
- (2) Be labeled as to its identification, function, or operating limitations, or any applicable combination of these factors;
- (3) Be installed according to limitations specified for that equipment;
and
- (4) Function properly when installed.



Initial FAA position is that a container based suppression system would be required to demonstrate the ability to perform its intended function to receive FAA certification.

The specific requirements for certification have not been determined and will depend on the proposed suppression system. FAA Technical Center Fire Safety is willing to assist with testing to resolve this issue.

