



CONDIÇÃO ESPECIAL

CE/SC nº 25 – 069

Título:	Condição Especial Aplicável ao Compartimento de Carga Classe F
Title:	Special Condition for Class F Cargo Compartment
Aprovação:	Resolução nº 647, de 18 de novembro de 2021 Origem: SAR

APLICABILIDADE

Esta Condição Especial se aplica à instalação de configuração cargueiro com compartimento de carga Classe F a ser incorporada à base de certificação de projeto de certificação suplementar de tipo dos aviões Yaborã modelos ERJ 190-100 e ERJ 190-200 e de outras aeronaves em cuja base de certificação a ANAC determine sua inclusão com concordância por parte do petionário.

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Esta Condição Especial complementa o Regulamento Brasileiro da Aviação Civil - RBAC nº 25.

“§ CE 25-069 Condição Especial Aplicável ao Compartimento de Carga Classe F / § SC 25-069 Special Condition for Class F Cargo Compartment

Para os aspectos relacionados especificamente ao Compartimento de Carga Classe F da modificação proposta, a base de certificação será a definida na EA-2005T13-27, com a adição dos seguintes requisitos na emenda 25-142 do 14 CFR Part 25 da FAA:

§25.851(a)(3) At least one readily accessible hand fire extinguisher must be available for use in each Class A or Class B cargo or baggage compartment and in each Class E or Class F cargo or baggage compartment that is accessible to crewmembers in flight.

§25.851(b)(2) The capacity of each required built-in fire extinguishing system must be adequate for any fire likely to occur in the compartment where used, considering the volume of the compartment and the ventilation rate. The capacity of each system is adequate if there is sufficient quantity of agent to extinguish the fire or suppress the fire anywhere baggage or cargo is placed within the cargo compartment for the duration required to land and evacuate the airplane.

§25.855(b) Each of the following cargo or baggage compartments, as defined in §25.857, must have a liner that is separate from, but may be attached to, the airplane structure:

(2) Any Class F cargo or baggage compartment, unless other means of containing a fire and protecting critical systems and structure are provided.

§25.855(c) Ceiling and sidewall liner panels of Class C cargo or baggage compartments, and ceiling and sidewall liner panels in Class F cargo or baggage compartments, if installed to meet the requirements of paragraph (b)(2) of this section, must meet the test requirements of part III of appendix F of this part or other approved equivalent methods.

§25.855(h)(3) The dissipation of the extinguishing agent in all Class C compartments and, if applicable, in any Class F compartments.

§25.857(f) Class F. A Class F cargo or baggage compartment must be located on the main deck and is one 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 are means to extinguish or control a fire without requiring a crewmember to enter the compartment; and

(3) There are means to exclude hazardous quantities of smoke, flames, or extinguishing agent from any compartment occupied by the crew or passengers.

APPENDIX F

Part I—Test Criteria and Procedures for Showing Compliance With §25.853 or §25.855

(a) Material test criteria

(1) Interior compartments occupied by crew or passengers.

(ii) Floor covering, textiles (including draperies and upholstery), seat cushions, padding, decorative and non-decorative coated fabrics, leather, trays and galley furnishings, electrical conduit, air ducting, joint and edge covering, liners of Class B and E cargo or baggage compartments, floor panels of Class B, C, E, or F cargo or baggage compartments, cargo covers and transparencies, molded and thermoformed parts, air ducting joints, and trim strips (decorative and chafing), that are constructed of materials not covered in paragraph (a)(1)(iv) below, must be self-extinguishing when tested vertically in accordance with the applicable portions of part I of this appendix or other approved equivalent means. The average burn length may not exceed 8 inches, and the average flame time after removal of the flame source may not exceed 15 seconds. Drippings from the test specimen may not continue to flame for more than an average of 5 seconds after falling.

(2) Cargo and baggage compartments not occupied by crew or passengers.

(iii) A cargo or baggage compartment defined in §25.857 as Class B, C, E, or F must have floor panels constructed of materials which meet the requirements of paragraph (a)(1)(ii) of part I of this appendix and which are separated from the airplane structure (except for attachments). Such panels must be subjected to the 45 degree angle test. The flame may not penetrate (pass through) the material during application of the flame or subsequent to its removal. The average flame time after removal of the flame source may not exceed 15 seconds, and the average glow time may not exceed 10 seconds.”