

# NTSB Recommendation A-83-071

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Rec #: A-83-071

NTSB Status: Closed - Acceptable Alternate Action

Issue date: 10/31/1983

Accident Date: 6/2/1983

Source Event: ACCIDENT

Location: CINCINNATI Ohio

Mode: AVIATION

Most Wanted List: No

Closed date: 1/15/1986

Report Number: AAR-84-09

Accident ID: DCA83AA028

## Background Synopsis:

THE NATIONAL TRANSPORTATION SAFETY BOARD IS CONTINUING ITS INVESTIGATION OF THE ACCIDENT INVOLVING AIR CANADA FLIGHT 797 WHICH OCCURRED ON JUNE 2, 1983, WHEN THE FLIGHTCREW OF THE MCDONNELL DOUGLAS DC-9 AIRPLANE WAS FORCED TO MAKE AN EMERGENCY LANDING AT THE GREATER CINCINNATI AIRPORT BECAUSE OF AN IN-FLIGHT FIRE. THE INTERIOR MATERIALS OF THE AIRPLANE'S CABIN CONTINUED TO BURN AFTER THE LANDING. FIVE CREWMEMBERS AND 18 PASSENGERS WERE ABLE TO EVACUATE THE BURNING CABIN; THE REMAINING 23 PASSENGERS DIED IN THE FIRE. THE SAFETY BOARD'S INVESTIGATION HAS DETERMINED THAT THE FIRE BEGAN IN THE AIRPLANE'S LEFT REAR LAVATORY, BUT THE SOURCE OF IGNITION HAS NOT YET BEEN IDENTIFIED. TO PROMOTE A COMPREHENSIVE PROGRAM TO ADDRESS THE POTENTIALLY HAZARDOUS SITUATION POSED BY IN-FLIGHT FIRES, THE SAFETY BOARD IS ISSUING NEW SAFETY RECOMMENDATIONS RATHER THAN REITERATING RELEVANT SAFETY RECOMMENDATIONS PREVIOUSLY ISSUED TO THE FAA.

## Recommendation:

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: REQUIRE THE INSTALLATION OF AUTOMATIC THERMAL DISCHARGE-TYPE FIRE EXTINGUISHERS EFFECTIVE IN SENSING AND EXTINGUISHING FIRES IN AND ADJACENT TO LAVATORY WASTE RECEPTACLES ON TRANSPORT CATEGORY AIRPLANES.

## Correspondence:

Response Date: 1/27/1984 From: Addressee

Response:

FAA LETTER: THE FAA HAS DEVELOPED A NPRM WHICH WOULD REQUIRE THAT EACH LAVATORY TRASH RECEPTACLE BE EQUIPPED WITH A FIRE EXTINGUISHER WHICH DISCHARGES AUTOMATICALLY UPON OCCURRENCE OF A FIRE WITHIN THE RECEPTACLE.

Response Date: 7/9/1984 From: NTSB

Response:

The FAA's May 17, 1984 NPRM proposing the incorporation of smoke or fire detection systems in each lavatory and galley, the installation of automatic fire extinguishers in each lavatory trash receptacle, and equipping aircraft with at least two Halon 1211 handheld fire extinguishers has the potential of complying with the intent of the Board's recommendation.

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These Safety Recommendations will be classified as "Open--Acceptable Action," pending the adoption of appropriate regulations.

Response Date: 3/26/1985 From: Addressee

Response:

NEW FAR SECTION 121.308 (RE. LAVATORY FIRE PROTECTION) AMENDMENT ADOPTED 3/26/85. AFTER APRIL 29, 1987, NO PERSON MAY OPERATE A PASSENGER-CARRYING TRANSPORT CATEGORY AIRPLANE UNLESS EACH LAVATORY IN THE AIRPLANE IS EQUIPPED WITH A BUILT-IN FIRE EXTINGUISHER FOR EACH DISPOSAL RECEPTACLE FOR TOWELS, PAPER, OR WASTE LOCATED WITHIN THE LAVATORY. THE BUILT-IN FIRE EXTINGUISHER MUST BE DESIGNED TO DISCHARGE AUTOMATICALLY INTO EACH DISPOSAL RECEPTACLE UPON OCCURRENCE OF A FIRE IN THE RECEPTACLE.

Response Date: 1/15/1986 From: NTSB

Response:

We note that FAR Section 121.308 also prescribes that after April 29, 1987, no person may operate a passenger-carrying transport category airplane unless each lavatory in the airplane is equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste located within the lavatory. The built-in fire extinguisher must be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle.

Because some passengers tend to carelessly throw waste in areas adjacent to the receptacle, we Data Source: NTSB Recommendations to FAA and FAA Responses would have preferred that the rule required extinguishers for this area as well. Accordingly, we have classified this recommendation "Closed--Acceptable Alternate Action."