

**Sec. 25.857 (as published 2/1/65 – refer to FAA’s Regulatory and Guidance Library for current regulations)**

Cargo compartment classification.

(a) *Class A.* A Class A cargo or baggage 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 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 detector or fire detector system to give warning at the pilot or flight engineer station; and

(4) There is a fire-resistant lining.

(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 detector or fire detector system to give warning at the pilot or flight engineer station;

(2) There is an approved built-in fire-extinguishing system controllable from the pilot or flight engineer stations;

(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; and

(5) There is a fire-resistant lining.

(d) *Class D.* A Class D cargo or baggage compartment is one in which--

(1) A fire occurring in it will be completely confined without endangering the safety of the airplane or the occupants;

(2) There are means to exclude hazardous quantities of smoke, flames, or other noxious gases, from any compartment occupied by the crew or passengers;

(3) Ventilation and drafts are controlled within each compartment so that any fire likely to occur in the compartment will not progress beyond safe limits;

(4) There is a fire-resistant lining; and

(5) Consideration is given to the effect of heat within the compartment on adjacent critical parts of the airplane.

For compartments of 500 cu. ft. or less, an airflow of 1500 cu. ft. per hour is acceptable.

(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 fire-resistant lining;

(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.