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UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 61-2
Effective: November 1, 1946

FIRE PREVENTION IN AIR CARRIER AIRCRAFT

A study of air carrier aircraft accidents in which fires have been one of the causes shows that there is a need for a change in the airworthiness requirements with respect to transport category airplanes. The investigation shows that the changes needed are not confined to any particular component of the airplane but extend to all parts of the airplane which may create a fire hazard. The requirements hereinafter set forth are intended to aid in preventing any fire from starting, to detect at the outset any fire which has started, to prevent the spread of any fire, and to extinguish any fire.

A study of these aircraft accidents also shows that the fire prevention requirements should be incorporated in certain classes of air carrier airplanes already in use in certain types of operations. In order to achieve this objective without unnecessarily disrupting the air transportation system, different dates for compliance with the various requirements have been fixed in the following regulations.

It appearing to the Board that fire prevention regulations have been under consideration for several months; that proposed regulations were circulated in February and April of this year to the manufacturers of aircraft and to the air carrier operators; that many detailed discussions have been held with the representatives of the aircraft manufacturers and the air carrier operators; that in view of the foregoing sufficient public procedure has been afforded with regard to such rules and further notice or public procedure would serve no useful purpose; and that any further proceedings would serve only to delay the regulations which it is in the public interest to adopt at this time;

The Civil Aeronautics Board finds that the notice and public procedure provided for in section 4(a) of the Administrative Procedure Act is unnecessary with respect to the Civil Air Regulations hereinafter set forth.

Now, therefore, effective November 1, 1946, Part 61 of the Civil Air Regulations is amended as follows:

1. By adding to § 61.30 the following:

Irrespective of the basis for certification, all aircraft in passenger service possessing engine(s) rated at more than 600 h.p. (each) for maximum continuous operation shall comply with the following; except that, if the Administrator finds that in particular models of existing aircraft literal compliance with specific items of these requirements might be extremely difficult of accomplishment and that such compliance would not contribute materially to the objective sought, he may accept such measures of compliance as he finds will effectively accomplish the basic objectives

of these regulations:

(a) §§ 04.075 and 04.3824 (a) of the Civil Air Regulations as amended September 20, 1946,

(b) at the first major fuselage overhaul subsequent to January 1, 1947, but in any case not later than January 1, 1948, §§ 04.38210 04.38230, 04.3824 (b), (c), and (d), 04.38251, and 04.38252 of the Civil Air Regulations as amended September 20, 1946,

(c) at the first major wing center-section overhaul subsequent to January 1, 1947, but in any case not later than September 1, 1947, §§ 04.4115, 04.4211, 04.4231 (c), 04.425 through 04.4251, 04.4320, 04.4321, 04.433, 04.434, 04.441 and subsections, 04.470 through 04.472, 04.49 through 04.4902, 04.491 (a) and (c), and 04.4910 through 04.493 of the Civil Air Regulations as amended September 20, 1946.

2. By deleting § 61.7114 (a) (8), and inserting in lieu thereof the following:

(8) In passenger service, a minimum of two hand fire extinguishers of an approved type with an approved extinguishing agent, one of which installed in the crew compartment, others readily accessible to the passengers. Such additional hand fire extinguishers as the Administrator finds necessary for compliance with § 61.30 (b). In cargo service, two approved type portable fire extinguishers,

3. By deleting § 61.7114 (a) (12), and inserting in lieu thereof the following:

(12) In passenger service, such fire or smoke detecting and fire extinguishing equipment as is necessary for compliance with § 61.30 (b) and (c). In cargo service, one fixed fire extinguisher in each engine compartment.

By the Civil Aeronautics Board:

(Signed) M. C. Mulligan

M. C. Mulligan
Secretary

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