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Utrustning för flygfrakt – Brandhärdiga containrar – Prestanda- och utförandekrav samt provningsmetoder (ISO 19281:2016, IDT)

Air cargo – Fire resistant containers – Design, performance and testing requirements (ISO 19281:2016, IDT)

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The International Standard ISO 19281:2016 has the status of a Swedish Standard. This document contains the official English version of ISO 19281:2016.

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Information about the content of the standard is available from the Swedish Standards Institute (SIS), telephone +46 8 555 520 00. Standards may be ordered from SIS Förlag AB, who can also provide general information about Swedish and foreign standards.

Denna standard är framtagen av kommittén för Markutrustningar för flygplatser, SIS/TK 259.

Har du synpunkter på innehållet i den här standarden, vill du delta i ett kommande revideringsarbete eller vara med och ta fram andra standarder inom området? Gå in på www.sis.se - där hittar du mer information.

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#).

The committee responsible for this document is ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

[Annex A](#) and [Annex B](#) are normative.

Introduction

Fatal accidents have emphasized the risk to transport aircraft of uncontrolled fires occurring within cargo, and evidence that the use of fire protecting devices can improve flight safety.

This International Standard specifies the design and performance criteria and testing methods for fire resistant containers intended to be used in order to provide enhanced protection against cargo fires in civil transport aircraft cargo compartments.

Throughout this International Standard, the minimum essential criteria are identified by use of the key word “shall”. Recommended criteria are identified by use of the key word “should” and, while not mandatory, are considered to be of primary importance in providing fire resistant containers meeting the applicable regulatory requirements and ensuring effective protection against fires. Deviation from recommended criteria should only occur after careful consideration, extensive testing, and thorough service evaluation have shown alternate methods to be satisfactory.

The requirements of this International Standard are expressed in the applicable SI units, with approximate inch-pound unit conversion between brackets for convenience in those countries using that system. Where it is deemed necessary to use exact values, the SI unit ones are to be used.

Air cargo — Fire resistant containers — Design, performance and testing requirements

1 Scope

This International Standard specifies the minimum design and performance criteria and testing methods of passive fire resistant containers (FRCs) for carriage on aircraft main deck, to be used on either of the following:

- a) in those cargo compartments of civil transport aircraft where they constitute one means of complying with applicable airworthiness regulations;
- b) on a voluntary basis, when deemed appropriate by operators to improve fire protection in aircraft cargo compartments where airworthiness regulations do not currently mandate their use.

The fire resistant containers (FRCs) specified by this International Standard are intended to be used to contain and restrain unitized cargo for loading into either of the following aircraft main deck cargo compartments:

- a) Class B aircraft cargo compartments according to CS-25, CCAR-25, JAS Part 3 or 14CFR Part 25 25.857 (b), in accordance a) or b) above;
- b) Class E aircraft cargo compartments according to CS-25, CCAR-25, JAS Part 3 or 14CFR Part 25 25.857 (e), in accordance with b) above;
- c) Class F aircraft cargo compartments according to CS-25 § 25.857(f) and AMC to CS-25.855 and 25.857, or 14CFR Part 25 § 25.857(f) and FAA Advisory Circular AC25.857-X, in accordance with a) above.

NOTE 1 Though nothing formally prevents a fire resistant container (FRC) from being carried in a lower deck Class C aircraft cargo compartment, it is not intended for this use since its fire containment capability would be redundant with that of the aircraft's fire detection and suppression system, which it could hamper. Consult current regulatory guidance materials and aircraft type's Weight and Balance Manual whenever available.

Containers are specified in this International Standard only insofar as their flammability requirements and fire resistance performance are concerned. They are not otherwise specified in this International Standard, but still require meeting the applicable general standards.

NOTE 2 See [Clause 2](#) and [4.1](#) and [4.2](#) for applicable containers airworthiness approval and general design standards.

This International Standard does not cover requirements for fire detection or suppression devices. The specified fire resistant containers (FRCs) are passive devices capable of containing a fire for the specified duration by themselves.

NOTE 3 Nothing, however, prevents additional use of self-contained fire detection or suppression devices within fire resistant containers (FRCs), but such devices are not specified herein (see [4.5.5](#)).

This International Standard does not cover requirements for other types of fire resistant containers not specified therein.

The use of fire resistant containers meeting the requirements of this International Standard is not alone sufficient to ensure flight safety: this International Standard is based on the assumption that the approved fire resistant containers will be built up, installed, and checked prior to aircraft loading in accordance with appropriate operating instructions, by competent, suitably trained, personnel as defined for example in ISO 9001:2008, 6.2.2 (see [9.3](#)).

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 877-1, *Plastics — Methods of exposure to solar radiation — Part 1: General guidance*

ISO 4892-1, *Plastics — Methods of exposure to laboratory light sources — Part 1: General guidance*

ISO 4892-3, *Plastics — Methods of exposure to laboratory light sources — Part 3: Fluorescent UV lamps*

ISO 8097, *Aircraft — Minimum airworthiness requirements and test conditions for certified air cargo unit load devices*

ISO 10046, *Aircraft — Methodology of calculating cargo compartment volumes*

ISO 10254, *Air cargo and ground equipment — Vocabulary*

ISO 10327, *Air cargo — Main deck containers — Design and testing*

ISO 11242, *Aircraft — Pressure equalization requirements for cargo containers*

ISO 12236, *Geosynthetics — Static puncture test (CBR test)*

ISO 14186, *Air cargo — Fire containment covers — Design, performance and testing requirements*

ISO 21100,¹⁾ *Air cargo unit load devices — Performance requirements and test parameters*

CAAC CCAR-25, *Airworthiness Standards — Transport Category Airplanes²⁾*

CAAC Chinese Technical Standard Order CTSO C90, *Cargo pallets, nets and containers*

EASA CS-25, *Certification Specifications for Large Aeroplanes³⁾²⁾*

EASA Acceptable Means of Compliance (AMC) to CS-25.855/25.857, *Cargo or baggage compartments³⁾*

EASA Technical Standard Order ETSO C90, *Cargo pallets, nets and containers (Unit Load Devices)³⁾*

Japanese Airworthiness Standard (JAS) Part 3 (*Civil Aeronautics Law Article 10 §2*)⁴⁾

USA. Code of Federal Regulations (CFR) Title 14 Part 25 — *Airworthiness Standards: Transport Category Airplanes (“14 CFR Part 25”)*^{2) 5)}

US. FAA Advisory Circular AC 25.857-X, *Class B and F Cargo Compartments⁵⁾*

US. FAA Technical Standard Order TSO C90, *Cargo pallets, nets and containers (Unit Load Devices)⁵⁾*

1) AS 36100^[9] is an equivalent standard.

2) See 25.855, 25.857 and Appendix F.

3) EASA CS-25, abbreviated throughout this International Standard as “CS-25”, constitutes the European government’s transport aircraft airworthiness approval regulations and can be obtained, as well as its AMC, from the European Aviation safety Agency (EASA), Otto Platz 1, Postfach 101253, D-50452 Cologne, Germany, or its website at www.easa.europa.eu.

4) The Japanese Airworthiness Standard Part 3 (ISBN 4-89279-661-1) constitutes the Japanese government transport aircraft airworthiness approval Regulations, and can be obtained from the Civil Aviation Bureau (CAB) of the Ministry of Land, Infrastructure, Tourism and Transport, Tokyo, Japan, or its web site at www.mlit.go.jp/en.

5) Code of Federal Regulations (CFR) Title 14 Part 25, abbreviated throughout this standard as “14 CFR Part 25”, constitutes the U.S.A. government transport aircraft airworthiness approval Regulations, and can be obtained from the U.S. Government Printing Office, Mail Stop SSOP, Washington DC 20402-9328, U.S.A., or its website at www.gpoaccess.gov. FAA Advisory Circulars and other documents can be obtained from its www.faa.gov web site.

EUROCAE ED-14G, *Environmental conditions and test procedures for airborne equipment*⁶⁾

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 10254 and the following apply.

3.1

fire containment fire control

ensuring that a fire does not grow to a state where damage to the aeroplane or harm to passengers or crew occurs during the time for which the fire containment system is demonstrated to be effective

3.2

fire resistant container FRC

completely enclosed container, airworthiness approved under applicable general performance criteria, with a demonstrated additional capability to contain a possible cargo fire within it for a rated period

Note 1 to entry: Guidance addressing the use of FRCs is provided in airworthiness regulatory guidance documents when they are one allowable means of compliance with *fire containment* (3.1) requirements in certain classes of aircraft cargo compartments

3.3

unit load device ULD

device for grouping, transferring, and restraining cargo for transit

Note 1 to entry: It may consist of a pallet with a net or it may be a container.

Note 2 to entry: Within this International Standard, synonym of “container”.

3.4

active unit load device

unit load device (3.3) incorporating energy systems operating during flight, e.g. in the case of FRC self-contained fire detection and/or fire extinguishing systems

3.5

passive unit load device

unit load device (3.3) (e.g. FRC) or accessory thereto (e.g. FCC) that includes neither fire detection nor fire extinguishing systems, and ensures *fire containment* (3.1) by its use of *fire resistant* (3.8) or *fire proof* (3.9) material and limiting the supply of air

Note 1 to entry: Antonym of *active unit load device* (3.4).

3.6

fire containment cover FCC

passive device meeting the performance requirements of ISO 14186, used in conjunction with an air cargo pallet and net in order to contain for a rated period a possible cargo fire beneath it

3.7

class A fire

fire in ordinary combustible materials, such as wood, cloth, paper, rubber, and plastics, for which the quenching and cooling effects of quantities of water, or of solutions containing a large percentage of water, are of prime importance

6) EUROCAE ED-14G can be obtained from the European Organisation for Civil Aviation Equipment, 102 rue Etienne Dolet, 92240 Malakoff, France, or its website at www.eurocae.eu. RTCA DO-160G^[2] is equivalent. Both are recognized by ISO 7137.