



AEROSPACE RECOMMENDED PRACTICE

ARP6905™

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Fire Containment Cover - Operation and Use

RATIONALE

This SAE Aerospace Recommended Practice (ARP) specifies recommended practice and guidelines for the operation and use of fire containment covers (FCCs) intended to be used in conjunction with air cargo unit load devices on board civil transport aircraft. It identifies the various concerns to be taken into consideration to ensure flight safety, and provides recognized industry standard methods to achieve it. It is intended as a guide towards standard practice, and is subject to change to keep pace with experience and technical advances.

Throughout this ARP, 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 safe fire containment covers. Deviation from recommended criteria should only occur after careful consideration and thorough service evaluation have shown alternate methods to provide an equivalent level of safety.

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1. SCOPE

1.1 Purpose

- 1.1.1 This SAE Aerospace Recommended Practice (ARP) provides guidelines for the effective operation and use of fire containment covers (FCCs). Technical Standard Orders (TSOs) C203 and C90e (and later revisions) incorporate AS6453, and provide the Minimum Performance Standards (MPS) for an FCC design. The net and pallet used with the FCC must be approved using the updated net and flammability requirements in TSO C90e and later revisions. However, fire containment performance also requires this equipment is properly used. Fire safety is compromised when FCCs are used in an inadequate manner.
- 1.1.2 FCCs, nets, and pallets meeting the MPS of TSOs C203 and C90e (and later revisions) are intended to contain a Class A fire for a substantiated containment time. However, the FCC can be used over cargo loads consisting of limited quantities of Class B, Class D and other hazardous materials provided that the FCC's protection limitations are understood by the operator.
- 1.1.3 FCCs meeting TSO C203 are intended for use over palletized loads. However, the FCC may be used over ULD containers (active or non-active) and other special ULDs provided that the FCC's used for this purpose is verified with the OEM of the ULD.
- 1.1.4 This ARP provides recognized industry standard methods to achieve the best attainable level of safety when preparing fire containment covers for use on board aircraft. In addition, this ARP provides guidance to assist carriers, shippers, and cargo-handling agents when establishing their own in-house publications and staff training programs.
- 1.1.5 This ARP assumes any FCC prepared shall, prior to release for loading on board an aircraft, be inspected and found satisfactory by competent, suitably trained personnel responsible for checking it meets all applicable flight safety requirements. AS6453 provides minimum allowable damage limits that shall be incorporated into the pre-flight inspection program.
- 1.1.6 This ARP shall not supersede the requirements of applicable airworthiness regulations (refer to FAR Part 25) or the aircraft manufacturer's Weight and Balance Manual.

1.2 Field of Application

- 1.2.1 This ARP applies to any certified or non-certified FCC intended to be loaded on lower, main, or upper deck of a civil transport aircraft, whether a freighter or a passenger-carrying aircraft.
- 1.2.2 This ARP applies irrespective of the FCCs being an approved means of meeting regulatory aircraft fire protection requirements, or being voluntarily used by the carrier (operator) as an additional fire safety precaution in aircraft main deck compartments, which often do not have a fire suppression system.
- 1.2.3 This ARP applies to both types of FCCs:
 - a. Type I: Covers to be installed over a pallet load below a net approved for this purpose.
 - b. Type II: Covers permanently attached together with a pallet net approved for this purpose.
- 1.2.4 This ARP is not intended to apply to FCCs prepared for military transport aircraft, and does not take into account any specific criteria for military aircraft. Nothing, however, precludes it being used as guidance by a military operator.