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Civil Aviation / Aviation civile
Aircraft Certification Branch / Certification des aéronefs
Regulatory Standards / Normes réglementaires (AARDH)
330 Sparks St., 2nd floor / 2^{ème} étage
Ottawa, ON K1A 0N8

Docket No.
FAA-2002-11272-6

184897

Your file / Votre référence
NPRM 02-02
Our file / Notre référence
5009-6-525

March 28th, 2002

Federal Aviation Administration
Propulsion and Mechanical Systems Branch, ANM-112,
Transport Airplane Directorate, Aircraft Certification Service,
1601 Lind Avenue SW.
Renton, WA
98055-4056
U.S.A.
Att.: Mr. Michael McRae

DEPT. OF TRANSPORTATION
02 AUG 20 PM 2:00

Subject : Proposed Rule NPRM 02-02: Revisions to Various Powerplant Installation Requirements for Transport Category Airplanes.

Dear Mr. McRae

Federal Register Volume 67 dated January 31, 2002 gave notice on the availability of the subject and invited interested persons to submit their comments to the FAA. Transport Canada letter dated March 15, 2002 stated that we had no comments to add; however some comments were received after the closing date for comments. Transport Canada would like to submit these comments and apologize for the tardiness.

Comments:

FAA NPRM 02-02 includes a proposal to add § 25.863 in § 25.1181(b) as applicable to designated fire zones, as an "editorial" change to provide more complete cross-reference of applicable standards". Transport Canada would comment that it does not enhance safety since requirements for designated fire zones are expected to be more severe than for "flammable fluid leakage" zones. Should the FAA feels that § 25.1185 Flammable fluids has some shortcomings, then § 25.1185 should be revised as it is specifically applicable to designated fire zones while § 25.863 would be applicable to flammable fluid leakage zones.



Transport Canada would not support a loss of distinction in severity of fire protection between "flammable fluid leakage" zones and Designated Fire Zones. A gradual implementation of fire protection measures should be commensurate with hazards. Such loss caused by equal applicability of § 25.863 and §§ 25.1185 to 25.1203 could be used as an argument that conditional and absolute requirements provide an equivalent level of safety. As an example of conditional versus absolute requirements:

§ 25.863(c) **If** action is required to prevent or counteract a fluid fire [...] quick acting means must be provided to alert the crew.

§ 25.1203(a) **There must be** approved, quick acting fire or overheat detectors [...] in numbers and locations ensuring prompt detection of fire in those zones.

Thank you for the opportunity to comment on the draft proposed Rule.



Maher Khouzam
Chief, Regulatory Standards
Aircraft Certification

cc: Mr. Yves Morier - JAA Regulation Director

Attachment: copy of Transport Canada letter to the JAA with comments to NPA 25E-326

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Your file / Votre référence
07/03-6-2 01-L176
Our file / Notre référence
AARD5009-6-525

March 28th, 2002

Joint Aviation Authorities
P.O.Box 3000
2130 KA Hoofddorp
The Netherlands

Attention: Mr. Yves Morier
JAA Regulation Director

Subject: JAA Notice of Proposed Amendment NPA 25E-326 Flammability Fluid Fire
Protection/Designated Fire Zones.

Dear Sir:

We have reviewed the above document and have the following comments to add.

Comments:

JAA NPA 25E-236 harmonizes JAR 25 with FAR 25.1181(b) to include cross-reference to 25.863 with a three point justification:

- harmonization;
- clearly affirm "JAA intention to apply 25.863 to Designated Fire Zones ... consistent with the FAA intention"; and,
- the principle generally established ... the specific requirements always take precedence [over the general requirement].

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Canada

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§ 25.1203(a) **There must be** approved, quick acting fire or overheat detectors [...] in numbers and locations ensuring prompt detection of fire in those zones.

We would like to thank the JAA for the opportunity to comment on your document.

Yours truly,



Maher Khouzam
Chief, Regulatory Standards
Aircraft Certification

cc: Mr. Michael McRae - FAA - Propulsion and Mechanical Systems Branch

Attachment: copy of Transport Canada letter to the FAA with comments to NPRM 02-02