


<b>Irish Aviation Authority</b> The Times Building 11-12 D'Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a>  <b>Safety Regulation Division</b>	<b>Údarás Eitlíochta na hÉireann</b> Foirgneamh na hAmanna 11-12 Sráid D'Olier Baile Átha Cliath 2, Éire  <b>Rannán na Rialachán Sábháilteachta</b>	<b>AERONAUTICAL NOTICE</b>  No.           A.24 ISSUE        4 DATE         06.09.19	
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### **AIRCRAFT COMPARTMENT INTERIORS - RESISTANCE TO FIRE**

In pursuance of Articles 17(3) and 31 of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996 (S.I. 324 of 1996), as amended by Irish Aviation Authority (Airworthiness of Aircraft) (Amendment) Order S.I. No. 102 of 1997, as amended by Irish Aviation Authority (Airworthiness of Aircraft) (Amendment) Order S.I. No. 684 of 2003 the Irish Aviation Authority hereby directs that, where not subject to corresponding and applicable provisions under Regulation (EU) No. 748/2012, as amended which are currently effective the following shall apply: -

1. This Notice shall apply to an Irish registered aircraft of more than 5,700 kg maximum total weight authorised, certificated in the Transport Category and newly manufactured with effect from the date specified in paragraph 3 below.
2. Materials, including their finishes and decorative surfaces, used in the interiors of each crew, passenger or cargo compartment, shall meet the applicable test requirements of JAR/CS 25.853\* and the applicable parts of its Appendix "F", or where certificated according to FAR 25 in accordance with Aeronautical Notice No. A1, the applicable test requirements of FAR 25.853\* at Amendment 25-83 and the applicable parts of its Appendix "F".
3. Aircraft type certificated after 1 January 1958 shall comply with the provisions of JAR/CS 25.853 or FAR 25.853 (Amendment 25-83) as applicable per paragraph 2 above in respect of such materials, upon the first substantially complete replacement or refurbishment of cabin interior components or materials after 1 March 1991.

The design of an aircraft type certificated on or after 2<sup>nd</sup> March 2004, and the materials used in its manufacture, shall be such as to delay the occurrence of flashover in the cabin.

4. The operator of an aircraft to which this Notice applies shall include in the Maintenance Schedule, as part of the aircraft maintenance programme, the manufacturer's recommended procedure and frequency on the cleaning of aircraft furnishing and materials.

\* Note: "Applicable Test Requirements" relate to those in respect of heat release rate and smoke testing provisions.

This notice replaces Aeronautical Notice A.24 at issue 3, which should be discarded.

**Chief Executive  
Irish Aviation Authority**

#### **Appendix to Aeronautical Notice A24 Issue 4**

Requirements for maintenance of fire resistance material.

1. Continuance of the flame resistance properties of furnishing material depend upon their use in service and the method used in their cleaning.
  - (a) During service, seat covers become contaminated with perspiration which leaves a deposit of body salts etc. These deposits may accumulate and impairing the flame resistance properties of the material.
2. Operators and maintenance organisations are reminded therefore that they must have adequate control over the cleaning of aircraft furnishing materials etc. For this they must have a knowledge of the material type, the recommended cleaning frequency, the effects of time in service of the flame resistance properties, the flame-retardant process applied, and the method of re-application of such a process where it is necessary. Where a flame retardant process has been applied, there is a need to prove the continued acceptability of same. Flame resistance tests shall be conducted in accordance with the requirements of this notice.

#### **NOTE**

The application of one flame retardant process on top of another of a different type may have the effect of inhibiting the properties of both processes.