

# NFPA<sup>®</sup>

# 409

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## Standard on Aircraft Hangars

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2016



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## NFPA® 409

### Standard on

## Aircraft Hangars

### 2016 Edition

This edition of NFPA 409, *Standard on Aircraft Hangars*, was prepared by the Technical Committee on Airport Facilities. It was issued by the Standards Council on May 26, 2015, with an effective date of June 15, 2015, and supersedes all previous editions.

This document has been amended by one or more Tentative Interim Amendments (TIAs) and/or Errata. See "Codes & Standards" at [www.nfpa.org](http://www.nfpa.org) for more information.

This edition of NFPA 409 was approved as an American National Standard on June 15, 2015.

### Origin and Development of NFPA 409

The original fire protection recommendations for the construction and protection of airplane hangars were published by the National Board of Fire Underwriters (NBFU), now the American Insurance Association, in 1930. Revisions were issued by the NBFU in 1931, 1943, 1945, and 1950. The 1943, 1945, and 1950 editions were published as NBFU Pamphlet 85. In 1951, the National Fire Protection Association organized a Committee on Aircraft Hangars, to which the NBFU and other interested groups lent their support. The NFPA's first standard on aircraft hangars was adopted in 1954, and the NBFU adopted the same text, rescinding its 1950 standard. Revisions were made in 1957 and 1958 by the NFPA committee. In 1959, a reorganization of the NFPA aviation activities resulted in the assignment of NFPA 409 to the Sectional Committee on Aircraft Hangars and Airport Facilities, which prepared the 1960, 1962, 1965, 1966, 1967, 1969, 1970, 1971, 1972, 1973, and 1975 editions. In 1978, the sectional committee was reorganized as the Technical Committee on Airport Facilities and completed a revision to NFPA 409. The document underwent extensive editorial revision and partial technical revision in 1984 and was again revised in 1990 and 1995.

For the 2001 edition, the fire protection requirements for Group I hangars were extensively revised, and new criteria were added for membrane-covered rigid-steel-frame-structure hangars.

The 2004 edition of this standard was a partial revision.

The 2011 edition of this standard was also a partial revision. Criteria were added to clarify where sprinklers are required for smaller hangars such as those used by general aviation entities. Unenforceable terms were removed to comply with the *Manual of Style for NFPA Technical Committee Documents*.

For the 2016 edition, the committee re-examined many of the long-standing requirements with respect to current technologies, modern design practices, and known fire loss history. That fresh look resulted in the relaxation of the requirements for divided water reservoirs, redundant fire pumps, and reserve supplies of foam concentrate, among others. In addition, zoning of low-level foam systems is now permitted in Group I and Group II hangars, and Chapter 8 has been simplified for Group III hangars.

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**Committee Scope:** This Committee shall have primary responsibility for documents on fire safety for the construction and protection at airport facilities involving construction engineering but excluding airport fixed fueling systems.