

## EASA Safety Information Bulletin



**SIB No.: 2009-22R1**

**Issued: 07 April 2015**

- Subject:** **Fighting Fires caused by Lithium Type Batteries in Portable Electronic Devices**
- Revision:** This SIB revises EASA SIB 2009-22, dated 29 July 2009.
- Ref. Publications:** Commission Regulation (EU) No [965/2012](#) of 5 October 2012, hereafter referred to as the air operations regulation.  
ED Decisions [2014/029/R](#) (Part-CAT), [2014/030/R](#) (Part-NCC), [2014/031/R](#) (Part-NCO), and [2014/032/R](#) (Part-SPO).  
International Civil Aviation Organisation (ICAO) Doc. 9481-AN/928 '*Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods*'.
- Applicability:** All aircraft operators.
- Description:** The initial issue of SIB 2009-22 of 29 July 2009 provided a copy of the Federal Aviation Administration (FAA) Safety Alert for Operators (SAFO) 09013, dated 23 June 2009, on fighting fires caused by lithium type batteries in Portable Electronic Devices (PEDs). Under the EU framework, **the air operations regulation has since been published** and the associated ED Decisions now contain Guidance Material (GM) for handling fires caused by PEDs in the aircraft cabin in Commercial Air Transport (CAT) operations, Non-Commercial operations with Complex motor-powered aircraft (NCC), Non-Commercial operations with Other-than complex motor-powered aircraft (NCO), and Specialised Operations (SPO). The GM contains a reference to ICAO Doc. 9481-AN/928 '*Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods*'. The 2015-2016 edition of ICAO Doc. 9481 provides, in sections 3.3 and 3.4, detailed cabin crew checklists for handling PED fires in the aircraft cabin.

This is information only. Recommendations are not mandatory.

**Recommendation(s):** EASA recommends that aircraft operators refer to ICAO Doc. 9481-AN/928 '*Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods*' to establish comprehensive procedures, tailored to their type(s) of operation, to mitigate the risks associated with fires to batteries contained in PEDs transported in cabins by passengers and crew.

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