

**Special Condition  
and Means of Compliance**

Doc. No. : M-TS-0000529  
Issue : 1  
Date : 24 October 2025  
Proposed  Final   
Deadline for comments: 12 Jun 2025

**SUBJECT** : Installation of a Fire Containment Bag (FCB) as PED charging station  
**REQUIREMENTS incl. Amdt.** : CS 25.601, CS 25.1301 at Amendment 28  
**ASSOCIATED IM/MoC** : Yes  / No   
**ADVISORY MATERIAL** : ANSI/CAN/UL 5800:2021

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**Special Condition**

**Installation of a Fire Containment Bag (FCB) as PED charging station**

**1. APPLICABILITY**

This SC is applicable to CS 25 Large Aeroplanes electing to incorporate Fire Containment Bags (FCBs) for the stowage and charging of Portable Electronic Device (PED) carried by crew members. The FCB's may be installed as PED charging stations in various locations in the passenger cabin.

**2. SPECIAL CONDITION**

1. The use of each FCB is limited to stowing one battery-powered device transported in the cabin by the crew. Battery charging is allowed in flight phases other than taxi, take-off and landing.
2. It is prohibited to stow in the FCB any device for which evidence exists (by heating, inflating, emitting fumes) that a lithium battery thermal runaway is on-going or may develop.
3. The FCB must be approved for installation in specified locations in the passenger cabin. The removal of the FCB from the location designated for its installation is allowed only in accordance with procedures and limitations specified in the Aeroplane Flight Manual.
4. The FCB must contain ejection of flames and fragments generated by the thermal runaway of the lithium battery of the device stowed in it, without the need of any action performed by the flight crew or the cabin crew. Effective fire containment performance must be shown by testing, or by analysis based on testing.
5. In case a lithium battery fire develops inside the FCB, no hazardous quantities of smoke must be released into compartments occupied by the crew or passengers.
6. There must be means to switch off power supply to the battery of the device stowed in the FCB without touching or relocating the FCB.
7. The Aeroplane Flight Manual must include:
  - a. any limitation applicable to the use of the FCB.
  - b. Any procedure that ensures that proper use is made of the FCB considering the different threats (i.e. heat, smoke, fire and explosion) associated to a potential lithium battery thermal runaway event.
8. Adequate training material must be specified for the flight and cabin crew addressing any procedures and limitations associated with the use of the FCB.

9. Safety marking must be installed in conspicuous location on the FCB with the following information:
- Maximum capacity expressed in Wh of the battery of the PEDs that may be stowed inside the FCB.
  - Maximum weight and size allowed for a PED stowed inside the FCB.
  - No more than one PED may be stowed inside each FCB.
  - Only crew members may use the FCB.
  - PED stowed inside the FCB must not be charged during taxi, take-off and landing.

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**Means of Compliance****Installation of a Fire Containment Bag (FCB) as PED charging station**

The associated Means of Compliance is published for awareness only and is not subject to public consultation.

- 1. MOC to SC 4** EASA considers acceptable to demonstrate fire containment performance of the FCB performing tests according to ANSI/CAN/UL 5800:2021. Any deviation from the test setup, test procedure and acceptance criteria specified in ANSI/CAN/UL 5800:2021, should be described and justified in the test plan, and agreed with EASA. The FCB should be tested with a setup representative of the configuration in which the FCB is during PED charging, including the simulation of the wiring used to connect the PED to the power supply. The results of the fire containment tests should be evaluated to determine if any limitation applicable to the installation of the FCB is needed. In particular, no cabin occupant should be endangered by the release of hot gases ejected from the FCB during a lithium thermal runaway. Thermal effects on systems installed in proximity of the FCB (e.g. portable oxygen systems, battery-powered equipment such as ELTS, flashlights, etc.) should also be evaluated with the objective to determine installation limitations that ensure that no failure critical for the safety of the aeroplane and its occupants occurs as a consequence of the PED thermal runaway. The use of **controlled PEDs** (C-PEDs) by crew members may facilitate meeting the limitations established in the battery fire containment tests on the FCBs. A C-PED is subject to administrative control by the operator. This will include, inter alia, tracking the location of the devices to specific aircraft or persons and ensuring that no unauthorised changes are made to the hardware, software or databases. Instructions for continued airworthiness (e.g. inspections, life limit, etc.) should be established to ensure that the performance of the FCB is not compromised by wear and tear occurring in service.
- 2. MOC to SC 5** The results of the battery fire containment tests should be evaluated to determine if the amount of smoke released from the FCB during a thermal runaway event could be hazardous for cabin occupants. Considering that the thermal runaway and the consequent release of smoke from the FCB may last for several minutes, emergency procedures should be established to ensure that the FCB is timely relocated in an unoccupied compartment and subsequently monitored by the crew for the remainder of the flight. The type and the expected level of performance of the emergency equipment required to effectively follow the emergency procedures should be established taking into account the design of the FCB and of its installation, as well as the results of the fire containment tests conducted on the FCB (e.g. amount of smoke released during the test, temperature levels on the outer surface and on features that may be touched by crew members when deploying the applicable emergency procedures). The emergency equipment should be located in close proximity to the FCB so that it can be timely retrieved in an emergency.

3. MOC to SC 6 The special condition has the intent to allow interruption of power supply to the PED battery. This intent may be achieved by disconnecting the charging cable from the power outlet.
4. MOC to SC 7 The procedures addressed in special condition 7.b. may also be included in dedicated chapters of other documents (e.g. FCOM, CCOM, etc.), provided that such chapters are referenced in the AFM.
5. **MOC to SC 8** In case the final modified aeroplane design will be operated by an EU operator, the specific training material should be achieved through OSD FCD and CCD processes as part of the EASA airworthiness approval process.