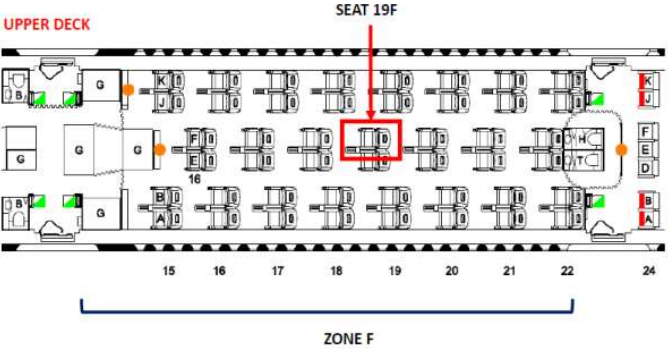


During the flight from Sydney to Dallas/Fort Worth the smoke was registered in the passenger cabin. The smoke was coming from seat 19F on the upper deck of A380. The crew found a **crushed personal electronic device (PED)** wedged tightly in the seat mechanism. The cabin crew assessed that the crushed PED contained a lithium battery. By that time, the PED was no longer emitting smoke, however a strong acrid smell remained in the cabin. The cabin crew took appropriate emergency procedures, no passengers were injured and aircraft was not damaged in the incident.



Reproduced from the Official Investigation Report

On 27th October 2019, an under-floor hold fire warning was annunciated in the flight deck of a Boeing 737-900 which had been pushed back at Paris CDG and was about to begin taxiing. Since there were no signs of fire in the passenger cabin or during an emergency services external inspection, a non-emergency disembarkation of all occupants was made. The hold concerned was then opened and fire damage sourced to the **overheated lithium battery in a passenger wheelchair** was discovered. The investigation identified a number of weaknesses in both the applicable handling and loading procedures and compliance with the ones in place.



Reproduced from the Official Investigation Report

On 24th August 1999 MD-90 departed from Taipei Songshan Airport (TSA) bound for Hualien Airport (HUN). It was carrying 90 passengers and six crew. Shortly after landing, an explosion was heard in the front section of the passenger cabin and thick black smoke poured from one of the overhead luggage compartments on the right hand side of the plane. Insulation and charred luggage littered the runway. Passengers were swiftly evacuated, but it took firefighters more than half an hour to control

the fire. Twenty-eight people were injured, one of them died. Aircraft was damaged beyond repair. Investigation identified that the blast was caused by **two household bleach plastic bottles filled by gasoline**. The gasoline leaked during the flight, formed combustible vapour in the stowage bin and exploded when impact of the landing caused **short-circuit in a motorbike battery** in a nearby overhead luggage compartment.



Reproduced from the Official Investigation Report

On 7th October 2013 a fire was discovered in the rear hold of an Airbus A330 shortly after it had arrived at its parking stand at Manila airport after an international passenger flight. The fire was eventually extinguished but only after substantial fire damage had been caused to the hold. The subsequent investigation established that the fire had been result of inadvertent mixing of the **spilled contents of individual small containers of dangerous substances** containing potassium permanganate and glycerine which had been **in the checked baggage of some passenger** who were kayak athletes.

ValuJet Airlines Flight 592 was a regularly scheduled flight from Miami International airport to Hartsfield–Jackson Atlanta International Airport. On May 11, 1996, the ValuJet Airlines McDonnell Douglas DC-9 operating the route crashed into the Everglades about 10 minutes after taking off from Miami as a result of a fire in the cargo compartment. All 110 people on board died. Investigation determines that the probable causes of the accident, resulting in a fire in the Class D cargo compartment from the actuation of one or more oxygen generators improperly carried as general cargo, were: **the failure of maintenance organization to properly prepare, pack, identify, and track unexpended chemical oxygen generators** before presenting them to ValuJet for carriage; maintenance organization **mishandling hazardous materials and failing to train its employees in proper handling of hazardous materials**.

