



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

Cargo Safety Session: ICAO's Perspective

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Problem Statement



- Billions of lithium batteries are carried safely every year. *However, these create a risk never experienced before in aviation safety.* There are a number of actions that are needed by regulators, airlines and freight handlers to improve safety in the future.



Background



- Up to 10 years ago, DG in cargo – very small percentage
- Now – some aircraft 80% DG cargo, largely lithium batteries
- Large format batteries now being designed, manufactured and transported
- Unique hazard
 - Difficult if not impossible to extinguish fire
- Complicated manufacturing process
 - Expensive therefore increase in counterfeit batteries
- Fires – on board aircraft, on the ramp, in warehouses
- UN Committee of Experts on the Transport of DG treats small batteries as “unregulated”
 - No hazard communication (documentation or label)



What has ICAO done?



- Major change in regulations
- **2009:**
 - Major reduction in quantities allowed (especially lithium metal)
 - Development of handling label
 - Development of guidance material explaining new restrictions
- **2012:**
 - Introduction in the mail – but with approval of postal organizations by CAAs and mandatory training of postal workers
 - Joint ICAO/FIATA training programme
- **2013:** Removal of pallet loads of small “unregulated” lithium batteries with no documentation/ labelling/NOTOC
 - Acceptance checks by the operator
 - NOTOC (location and quantity) for pilots to know LI batteries on are board
 - UPS accident in DXB was a factor
 - Training on requirements
- Annex 18 amendment – inspection and surveillance of all involved in transport chain – increased oversight by States



Where do we go from here?

- It's complicated - No one solution
- Systematic approach to mitigate problem
- Layered safety provisions involving not just DG
 - Cargo/aircraft systems
 - Even more effective than Halon replacement
 - Packaging to withstand/delay fire
 - Possible improved industry standards for manufacturers
 - Simplification of regulations
 - Specialised training/public awareness
 - Increased oversight by ICAO, possibly surveillance of manufacturing States
 - Potential further restrictions
 - UN Committee of Experts being asked by ICAO to consider new label or new classification



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Thank You