



Doc 9284-AN/905
2009-2010 Edition
ADDENDUM NO. 4
CORRIGENDUM NO. 3
15/3/10

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TECHNICAL INSTRUCTIONS FOR THE SAFE TRANSPORT
OF DANGEROUS GOODS BY AIR**

2009-2010 EDITION

ADDENDUM NO. 4/CORRIGENDUM NO. 3

The attached addendum/corrigendum should be incorporated into the 2009-2010 Edition of the Technical Instructions (Doc 9284).

Note.— Addendum No. 1 did not affect the English version of the 2009-2010 Edition of the Technical Instructions.

(3 pages)

**TECHNICAL INSTRUCTIONS FOR THE SAFE TRANSPORT
OF DANGEROUS GOODS BY AIR**

The following amendments are approved and published by decision of the Council of ICAO and should be incorporated in the 2009-2010 Edition of the Technical Instructions (Doc 9284):

In Part 3, Chapter 2, Table 3-1, page 3-2-162, UN 3356, Column 13, replace "25 kg G" with "25 kg".

In Part 8, Chapter 1, page 8-1-1, paragraph 1.1.2, sub-paragraphs e) and f), *amend* to read:

- e) with the approval of the operator(s), battery-powered wheelchairs or other similar mobility aids with non-spillable batteries, which comply with Special Provision A67 or the vibration and pressure differential tests of Packing Instruction 872, for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), as checked baggage provided the battery terminals are protected from short circuits (e.g. by being enclosed within a battery container) and the battery is securely attached to the wheelchair or mobility aid. The operator(s) must ensure that wheelchairs or other battery-powered mobility aids are carried in such a manner so as to prevent unintentional activation and that they are protected from being damaged by the movement of baggage, mail, stores or other cargo.

It is recommended that passengers make advance arrangements with each operator;

- f) with the approval of the operator(s), battery-powered wheelchairs or other similar mobility aids with spillable batteries, for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), as checked baggage, provided that the wheelchair or mobility aid can be loaded, stowed, secured and unloaded always in an upright position and that the battery terminals are protected from short circuits (e.g. by being enclosed within a battery container) and the battery is securely attached to the wheelchair or mobility aid. The operator(s) must ensure that wheelchairs or other battery-powered mobility aids are carried in such a manner so as to prevent unintentional activation and that they are protected from being damaged by the movement of baggage, mail, stores or other cargo. If the wheelchair or mobility aid cannot be loaded, stowed, secured and unloaded always in an upright position, the battery must be removed and the wheelchair or mobility aid may then be carried as checked baggage without restriction. The removed battery must be carried in strong, rigid packagings as follows:

- 1) these packagings must be leak-tight, impervious to battery fluid and be protected against upset by securing them to pallets or by securing them in cargo compartments using appropriate means of securement (other than by bracing with freight or baggage) such as by the use of restraining straps, brackets or holders;
- 2) batteries must be protected against short circuits, secured upright in these packagings and surrounded by compatible absorbent material sufficient to absorb their total liquid contents; and
- 3) these packagings must be marked "Battery, wet, with wheelchair" or "Battery, wet, with mobility aid" and be labelled with a "Corrosive" label (Figure 5-22) and with a package orientation label (Figure 5-26).

The pilot-in-command must be informed of the location of a wheelchair or mobility aid with an installed battery or the location of a packed battery.

It is recommended that passengers make advance arrangements with each operator; also, unless batteries are non-spillable they should be fitted, where feasible, with spill-resistant vent caps;

In Part 8, Chapter 1, page 8-1-2, paragraph 1.1.2, *add* new sub-paragraph g) and *renumber* subsequent sub-paragraphs accordingly:

- g) with the approval of the operator(s), lithium-ion battery-powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), subject to the following conditions:
- 1) the batteries must be of a type which meets the requirements of each test in the UN *Manual of Tests and Criteria*, Part III, section 38.3;
 - 2) battery terminals must be protected from short circuits (e.g. by being enclosed within a battery container) and securely attached to the mobility aid;

- 3) the operator(s) must ensure that such mobility aids are carried in a manner so as to prevent unintentional activation and that they are protected from being damaged by the movement of baggage, mail, stores or other cargo; and
- 4) the pilot-in-command must be informed of the location of the mobility aid.

It is recommended that passengers make advance arrangements with each operator.

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