



DANGEROUS GOODS PANEL (DGP)

TWENTY-FIFTH MEETING

Montréal, 19 to 30 October 2015

Agenda Item 5: Development of a comprehensive strategy to mitigate risks associated with the transport of lithium batteries including development of performance-based packaging standards and efforts to facilitate compliance

FLIGHT OPERATIONS PANEL (FLTOPSP) POSITION ON TRANSPORT OF LITHIUM BATTERIES

(Presented by FLTOPSP Secretary)

SUMMARY

The Second Meeting of the Flight Operations Panel (FLTOPSP/2) met in Montréal from 12 to 16 October 2015. The panel formulated a statement outlining the FLTOPSP position on the transport of lithium batteries and asked that it be provided to DGP/25. This working paper provides an extract from the approved draft of the FLTOPSP/2 Report which includes the statement formulated for DGP/25.

Action by the DGP: The DGP is invited to take the statement made by FLTOPSP into account when making decisions on DGP/25 proposals aimed at developing a comprehensive strategy to mitigate risks associated with the transport of lithium batteries presented under Agenda Item 5.

EXCERPT FROM THE FLTOPSP/2 REPORT (Approved DRAFT)**Agenda Item 3: Update on panel coordination activities and safety recommendations**

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3.6 Carriage of lithium batteries

3.6.1 The Secretariat provided information on the outcome of the three International Multidisciplinary Lithium Battery Transport Coordination Meetings which took place in the recent past. Furthermore, the member nominated by ICCAIA presented an updated status report on coordinated efforts between the Dangerous Goods Panel, the Airworthiness Panel and other industry safety groups with respect to cargo compartment fire protection capabilities and the carriage of bulk quantities of lithium batteries aboard passenger and cargo flights.

3.6.2 The meeting was informed that the transport of lithium ion batteries as cargo by air has become a significant part of the logistic chain. It was informed that transportation of lithium metal batteries as cargo was banned on passenger aircraft since January 2015. It was also informed that in considering aircraft safety, lithium ion battery fire characteristics needed to be considered in conjunction with capabilities of current cargo compartment design and fire protection features.

3.6.3 The member nominated by ICCAIA proposed that the panel develop a statement outlining the FLTOPSP input to the forthcoming Dangerous Goods Panel meeting (DGP/25). The following statement was proposed as an initial draft:

“ICAO panel endorses the conclusions presented by ICCAIA and IFALPA in the FLTOPSP/2-WP/29 and agrees that the high density packages of lithium ion batteries and cells not to be transported as cargo on passenger aircraft until safer method of transport are established and followed. In addition, we support the need for the establishment of appropriate packaging and shipping requirements to safely ship lithium metal and lithium ion batteries as cargo on freighter aircraft.”

3.6.4 A question was raised with respect to the scope of a statement which the FLTOPSP could comment. The Secretariat referred to the foreword of Annex 6, Part I and quoted that “An element of the safety of an operation is the intrinsic safety of the aircraft, that is, its level of airworthiness.” Based on the aforementioned, any statement would need to be centred on the safe operation of aircraft. Furthermore, the Secretariat stressed that the intention of the statement was to provide feedback to the DGP.

3.6.5 The Secretary to the DGP informed the meeting of two specific proposals which will be considered at the next DGP meeting namely, a ban on transportation of lithium ion batteries as cargo on passenger aircraft and the removal of exceptions provided in the current regulations which allow small quantities of lithium batteries to be shipped without being subject to full regulation and result in the pilot-in-command not being aware of the type, quantity and location of batteries on board. She noted that the DGP works on safety at the package level and that there were no limitations on the quantity of packages which a shipper may consign. She explained that it was a very complex issue and provided an example of how difficult it was to perform an effective safety risk assessment without having information on all the lithium batteries being transported.

3.6.6 After a long deliberation that focused on the strength of the message, the panel reached a consensus on the following statement:

The Flight Operations Panel is of the opinion that lithium batteries and cells should be transported in aircraft engaged in commercial air transport operations as cargo only if acceptable criteria can be identified to carry out appropriate safety risk management activities in order to ensure the safe carriage of lithium batteries and cells.

As a minimum, such criteria should include:

- a) capabilities of the operator;*
- b) type of operation (i.e., passenger, cargo);*
- c) overall capability of the airplane and its systems;*
- d) packing, packaging, and quantity of batteries and cells;*
- e) containment characteristics of ULDs;*
- f) the specific hazards and safety risks associated with each battery and cell type to be carried alone or in combination; and*
- g) the chemical composition of the batteries and cells.*

3.6.7 Notwithstanding the consensus reached, a number of members were of the opinion that an outright ban on the transport of lithium batteries as cargo on passenger aircraft should be imposed until a safe method of transport was established.

3.6.8 The panel was also of the opinion that it was essential that it be involved, in coordination with other panels, in the development of any criteria for safety risk management activities.

DECISION:

Decision 3/x — FLTOPSP position statement on the transport of lithium batteries

That the statement outlining the FLTOPSP position on the transport of lithium batteries be provided to the Twenty-Fifth Meeting of the Dangerous Goods Panel meeting (DGP/25, Montréal, 19 to 30 October 2015).

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