



危险物品专家组 (DGP)

第二十六次会议

2017年10月16日至27日，蒙特利尔

议程项目 2：拟定对《危险物品安全航空运输技术细则》(Doc 9284 号文件)的修订建议，
以便纳入 2019 年—2020 年版

助行器使用的备用防漏型电池

(由D. Brennan提交)

摘要

本份工作文件建议在表 8-1 中为旅客携带防漏型电池驱动的轮椅/助行器所用的备用防漏型电池做出规定。

危险物品专家组的行动：请危险物品专家组考虑按照本工作文件的附录修改表 8-1 的第 5 项。

1. INTRODUCTION

1.1 Item 7 in Table 8-1, which applies to lithium battery powered mobility aids, makes specific allowance for passengers with collapsible lithium battery powered mobility aids to carry one spare lithium battery up to 300 Wh or two spare batteries up to 160 Wh. However, there is no such allowance for passengers that use a collapsible mobility aid powered by a non-spillable battery.

1.2 Passengers with reduced mobility who travel by air with battery-powered mobility aids are protected in most States by very strong anti-discrimination regulations which prevent the airline from denying travel unless the aircraft is too small to carry the mobility aid or there are strong safety reasons for refusing carriage of the device.

1.3 For operators of high capacity regular public transport aircraft the ability for the operator to refuse carriage of a spare non-spillable battery by a passenger with a mobility aid powered by such a battery is almost impossible, particularly as the battery itself would be treated as “not restricted” in accordance with Special Provision A67 if consigned as cargo. This makes it very difficult, if not

*仅提供了摘要和附录的翻译。

impossible for the operator to make an argument against carriage of the spare non-spillable battery on safety grounds.

1.4 To address requests from passengers that utilise mobility aids powered by non-spillable batteries to be able to carry a spare battery, one large operator in one member State has received a permission from their regulator to permit them to accept and carry spare non-spillable batteries when the passengers travel with their battery-powered mobility aids. However, this permission only applies within the member State as there would be a need for the operator to seek a similar approval from each State that the passenger may wish to travel to so that the passenger could carry the spare battery on the connecting and/or return flight(s).

1.5 To address this need, it is proposed that a revision be made to Item 5 in Table 8-1 to allow for the carriage of a spare non-spillable battery by a passenger who uses a mobility aid powered by a non-spillable battery.

2. ACTION BY THE DGP

2.1 The DGP is invited to revise Table 8-1, Item 5 as shown in the appendix to this working paper.

附录

对《技术细则》第8部分的拟议修订

第 8 部分

有关旅客和机组成员的规定

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第 1 章

旅客或机组成员携带危险物品的规定

本章部分内容受国家差异条款 US 15、VE 9、VE 10 的影响，见表 A-1

1.1 旅客或机组成员携带的危险物品

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表 8-1. 关于旅客或机组成员携带的危险物品的规定

用品或物品	位置			需经运营人批准	必须向机长通报	限制
	交运行李	手提行李	随身携带			
医疗必需品						
...						
5) 供由于身患残疾、健康或年龄问题或暂时性的行动困难(如腿断了)而行动不便的旅客使用的用防漏型湿电池或符合特殊规定 A123 或 A199 要求的电池作为驱动的助行器(如轮椅)	是	否	否	是	(见 5 d iv))	a) 防漏型湿电池必须符合特殊规定 A67 或包装说明 872 的振动和压力差测试的要求； b) 运营人必须核实： i) 电池是否安全地附在助行器上； ii) 是否对电池的电极进行保护，防止其短路（如通过将其密封在电池箱内）；和 iii) 是否对电路进行了绝缘处理； c) <u>可以携带最多一块备用电池，前提是：</u> i) <u>电池两极有防短路保护(例如在暴露的电极上贴胶带，使电极绝缘)；和</u> ii) <u>电池必须用结实坚固的包装材料进行包装以免受损坏，必须放置在客舱中；</u> e)d) 在载运助行器时必须避免其在搬动行李、信件、供应品或其他货物过程中受到损坏；

用品或物品	位置			需经运营人批准	必须向机长通报	限制
	交运行李	手提行李	随身携带			
...						<p>Ⓧe) 如果助行器专门设计成可让使用者拆下电池(如可折叠的), 则:</p> <ul style="list-style-type: none"> i) 必须拆下电池; 然后助行器才可以无限制地作为交运行李运载; ii) 拆下的电池必须装在结实坚固的包装袋中, 并且必须放在货舱中; iii) 必须采取保护措施, 防止电池短路; 和 iv) 必须将包装后的电池所放置的位置告知机长; <p>Ⓧf) 建议旅客提前与每一运营人做好安排。</p>
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