



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)**

**TWENTY-SIXTH MEETING**

**Montréal, 16 to 27 October 2017**

**Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2019-2020 Edition**

**SPARE NON-SPILLABLE BATTERY FOR MOBILITY AID**

(Presented by D. Brennan)

**SUMMARY**

This working paper proposes that provision be made in Table 8-1 for a passenger to carry a spare non-spillable battery for a non-spillable battery-powered wheelchair / mobility aid.

**Action by the DGP:** The DGP is invited to consider revising Table 8-1, Item 5 as shown in the appendix to this working paper.

**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

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.

-----

APPENDIX

PROPOSED AMENDMENT TO PART 8 OF THE TECHNICAL INSTRUCTIONS

Part 8

PROVISIONS CONCERNING  
PASSENGERS AND CREW

Chapter 1

PROVISIONS FOR DANGEROUS GOODS  
CARRIED BY PASSENGERS OR CREW

Parts of this Chapter are affected by State Variations US 15, VE 9, VE 10; see Table A-1

1.1 DANGEROUS GOODS CARRIED BY PASSENGERS OR CREW

...

Table 8-1. Provisions for dangerous goods carried by passengers or crew

Items or articles	Location			Approval of the operator(s) is required	The pilot-in-command must be informed	Restrictions
	Checked baggage	Carry-on baggage	On the person			
Medical necessities						
...						
5) Mobility aids (e.g. wheelchairs) powered by non-spillable wet batteries or batteries which comply with Special Provision A123 or A199, 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)	Yes	No	No	Yes	(see 5 d iv))	a) non-spillable wet batteries must comply with Special Provision A67 or the vibration and pressure differential tests of Packing Instruction 872; b) the operator must verify that: <ul style="list-style-type: none"> <li>i) the battery is securely attached to the mobility aid;</li> <li>ii) the battery terminals are protected from short circuits (e.g. by being enclosed within a battery container); and</li> <li>iii) electrical circuits have been isolated;</li> </ul> c) <u>a maximum of one spare battery may be carried, provided:</u>

Items or articles	Location			Approval of the operator(s) is required	The pilot-in-command must be informed	Restrictions
	Checked baggage	Carry-on baggage	On the person			
						<ul style="list-style-type: none"> <li><u>i) the battery terminals are protected from short circuits (by insulating the terminals, e.g. by taping over exposed terminals); and</u></li> <li><u>ii) the battery must be protected against damage by being packed in a strong, rigid packaging, which must be stowed in the cargo compartment;</u></li> <li>ed) mobility aids must be carried in a manner such that they are protected from being damaged by the movement of baggage, mail, stores or other cargo;</li> <li>de) where the mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible):               <ul style="list-style-type: none"> <li>i) the battery(ies) must be removed; the mobility aid may then be carried as checked baggage without restriction;</li> <li>ii) the removed battery(ies) must be carried in strong, rigid packagings which must be stowed in the cargo compartment;</li> <li>iii) the battery(ies) must be protected from short circuit; and</li> <li>iv) the pilot-in-command must be informed of the location of the packed battery;</li> </ul> </li> <li>ef) it is recommended that passengers make advance arrangements with each operator.</li> </ul>
...						

...