



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-SIXTH MEETING

Montréal, 16 to 27 October 2017

Agenda Item 6: Resolution, where possible, of the non-recurrent work items identified by the Air Navigation Commission or the panel:

6.3: Mitigating risks posed by the carriage of lithium batteries by air (*Job card DGP.003.01*)

DEFINITION FOR PORTABLE ELECTRONIC DEVICES

(Presented by the Secretary)

SUMMARY

This working paper invites the panel to develop a clear definition for what is meant by personal electronic devices (PEDs). The multidisciplinary Cargo Safety Group (CSG) recommended the term be defined for the sake of consistency when conducting safety risk assessments on their carriage by air.

Action by the DGP: The DGP is invited to agree to the establishment of an ad hoc working group to develop a definition for PEDs in coordination with appropriate expertise from the battery industry.

1. INTRODUCTION

1.1 The Dangerous Goods Panel (DGP) was informed during its working group meeting in April 2017 (DGP-WG/17, Montréal, 24 to 28 April 2017) of an informal briefing to Council on security restrictions adopted by some Member States, requiring passengers and crew to place large personal electronic devices (PEDs) in checked baggage on certain flights. At the time, ICAO recognized that this would result in greater numbers of PEDs powered by lithium batteries in cargo compartments than would have previously been the case.

1.2 Following that briefing, the ICAO Council established a multidisciplinary Cargo Safety Group (CSG) to address the potential impact on safety from those security measures. It held its introductory meeting in June 2017 (Montréal, 1 to 2 June 2017) and a second meeting in July 2017 (Paris, 19 to 21 July 2017). The report of the second meeting is provided in DGP/26-IP/1.

1.3 The second meeting (CSG/2) was tasked with evaluating existing aircraft capabilities, identifying the safety hazards posed by the carriage of PEDs in checked baggage and assessing the associated safety risks. The meeting was provided with conclusions drawn by the Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) on the likelihood of a fire event in the cargo compartment of a passenger aircraft should all large PEDs be placed there and test results from the FAA conducted to assess the potential hazards from the carriage of laptop computers and other large PEDs in thermal runaway in checked baggage.

1.4 It was recognized that these analyses were general and that more data was needed to definitively determine the risks. Accordingly, the meeting recommended that ICAO ask States and relevant international organizations to provide relevant data, including the number of PEDs being transported and accidents and incidents involving PEDs. It was recognized that valid data might depend on a clear definition of what was meant by “PEDs.” CSG/2 therefore made a separate recommendation for the DGP, together with the battery manufacturing industry, to develop a clear definition. Such a definition would help clarify the scope.

2. ACTION BY THE DGP

2.1 The DGP is invited to agree to the establishment of an ad hoc working group to develop a definition for PEDs in coordination with appropriate expertise from the battery industry.

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