



DANGEROUS GOODS PANEL (DGP) WORKING GROUP MEETING (DGP-WG/24)

Montreal, 21 to 25 October 2024

Agenda Item 4: Managing safety risks posed by the carriage of lithium batteries by air (Ref: Job Card DGP.003.04)

LITHIUM BATTERY(IES) THAT REMAIN INSTALLED IN MOBILITY AIDS (Related to DGP-WG/24-WP/8 and DGP-WG/24-WP/28)

(Presented by D. Pfund)

SUMMARY

This information paper comments on proposals discussed in the appendix to DGP-WG/24-WP/8 intended to improve the safe transport of mobility aids with installed lithium ion batteries.

1. INTRODUCTION

1.1 The document DGP-WG/24-WP/8 discusses several options to amend the Technical Instructions including a proposal to restrict the purpose for which a mobility aid can be offered by disabled passengers as checked baggage. The paper indicates that currently, mobility aids for daily use as well as for sporting or other purposes can be offered for transport by disabled passengers as checked baggage. The United States regulations are cited in this paper as an example of a limit under which a mobility aid may be offered for transport by disabled passengers as checked baggage, specifically that *a disabled passenger can only offer mobility aids for transport if they are required for daily use.*

1.2 When reviewing this proposal, we believe that these statements regarding daily use may have been derived from the definition of “assistive device” from the United States regulation implementing the Air Carrier Access Act, 14 CFR Part 382. Specifically, 14 CFR 382.3 defines “assistive device” to mean “any piece of equipment that assists a passenger with a disability to cope with the effects of his or her disability. Such devices are intended to assist a passenger with a disability to hear, see, communicate, maneuver, or perform other functions of daily life, and may include medical devices and medications.” The wording is intended to connote that a qualified “assistive device” including a mobility aid is one that assists an individual with a disability so that individual can perform routine daily activities, not that it must be used every day. Devices that assist a person with a disability to engage in purely recreational activities do not qualify as an assistive device under 14 CFR Part 382. We suggest any proposals intended to define the scope of mobility devices accepted by airlines for transport by disabled passengers as checked baggage should not create potential conflict with these intents.

1.3 In light of the growing concerns identified with mobility aids powered by lithium ion batteries, the U.S. Department of Transportation's Air Carrier Access Act Advisory Committee will be conducting a review of regulations related to lithium-ion battery powered wheelchairs and mobility aids on commercial aircraft and potentially developing recommendations to the Secretary of Transportation to ensure their safe transport. Committee membership includes representatives from aircraft manufacturers, airline associations including the International Air Transport Association, wheelchair manufacturers, airport operations, and national disability organizations. A full roster of the advisory committee and its activities and reports is available through the following URL:

<https://www.transportation.gov/airconsumer/ACAACCommittee>.

1.4 We intend to report to the DGP on the progress of these activities.

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