International Civil Aviation Organization

**WORKING PAPER**

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**DANGEROUS GOODS PANEL (DGP)**

**MEETING OF THE WORKING GROUP OF THE WHOLE**

**Montreal, 18 to 22 April 2005**

**Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions* for incorporation in the 2007/2008 edition**
**2.8: Part 8 - Provisions Concerning Passengers and Crew**

# LIGHTERS CARRIED BY PASSENGERS

(Presented by G.A. Leach)

## 1. BACKGROUND

1.1 Part 8; 1.1.2 of the Technical Instructions specifies a list of items which, although classified as dangerous goods, are permitted for carriage by passengers. The majority of these items are permitted in both checked and carry on baggage as the risk they present is the same irrespective of where they are carried. However, "safety matches or a lighter" present a far greater risk if carried in baggage and consequently may only be carried on the person. This is because if there was to be an ignition in the pocket of a passenger, it would be immediately apparent to those nearby (not least the passenger) and would occur in close proximity to trained staff (cabin crew) with access to fire extinguishers. The same would not be so if an ignition were to occur in the hold.

1.2 It has been noted that one State has extended the restriction on lighters such that passengers may not carry them at all, within the airspace of that state. It is suggested that the banning of any dangerous goods, whether in cargo or baggage, increases the likelihood of such goods being transported undeclared or hidden and in the case of lighters it is feared this will lead to an increased risk of baggage fires caused by concealed lighters, as have occurred in the UK and other States.

1.3 It is recognized that it is the prerogative of any State to adopt more restrictive requirements than those of Annex 18 and the Technical Instructions and it is not normal practice for such issues to be discussed by the Dangerous Goods Panel. However, in this instance, it is believed the action taken has the potential to degrade flight safety and, moreover, by applying such a ban to all flights to the State in question, extends this potential degradation to other States, since the ban will have to complied with at the point of departure. Consequently, it is suggested a debate by the Panel is appropriate. (It is also understood the ban was discussed at the ICAO Security Panel meeting in April 2005.) It may also undermine the travelling public's confidence in the requirements for dangerous goods, since it will appear there is no consistency in the requirements for dangerous goods.

1.4 No proposal is made in this paper. However, the Panel is invited to re-affirm that safety matches and a lighter should, in the interests of flight safety, continue to be permitted on the person of a passenger, due to the increased likelihood of passengers secreting such items in baggage with the attendant increased risk of fire that a ban would lead to.

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