



Latest ICAO requirements on Lithium Batteries

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APRAST/8

On 22 February 2016, the ICAO Council adopted the recommendation of the ICAO Air Navigation Commission (ANC) that lithium ion batteries (UN 3480, Packing Instruction 965 only) be forbidden, on an interim basis, as cargo on passenger aircraft.

The final changes for lithium batteries, effective 1 April 2016, are as follows:

1. UN 3480, PI 965, Section IA and IB. Lithium ion cells and batteries must be offered for transport at a state of charge (SoC) not exceeding 30% of their rated design capacity.

The final changes for lithium batteries, effective 1 April 2016, are as follows:

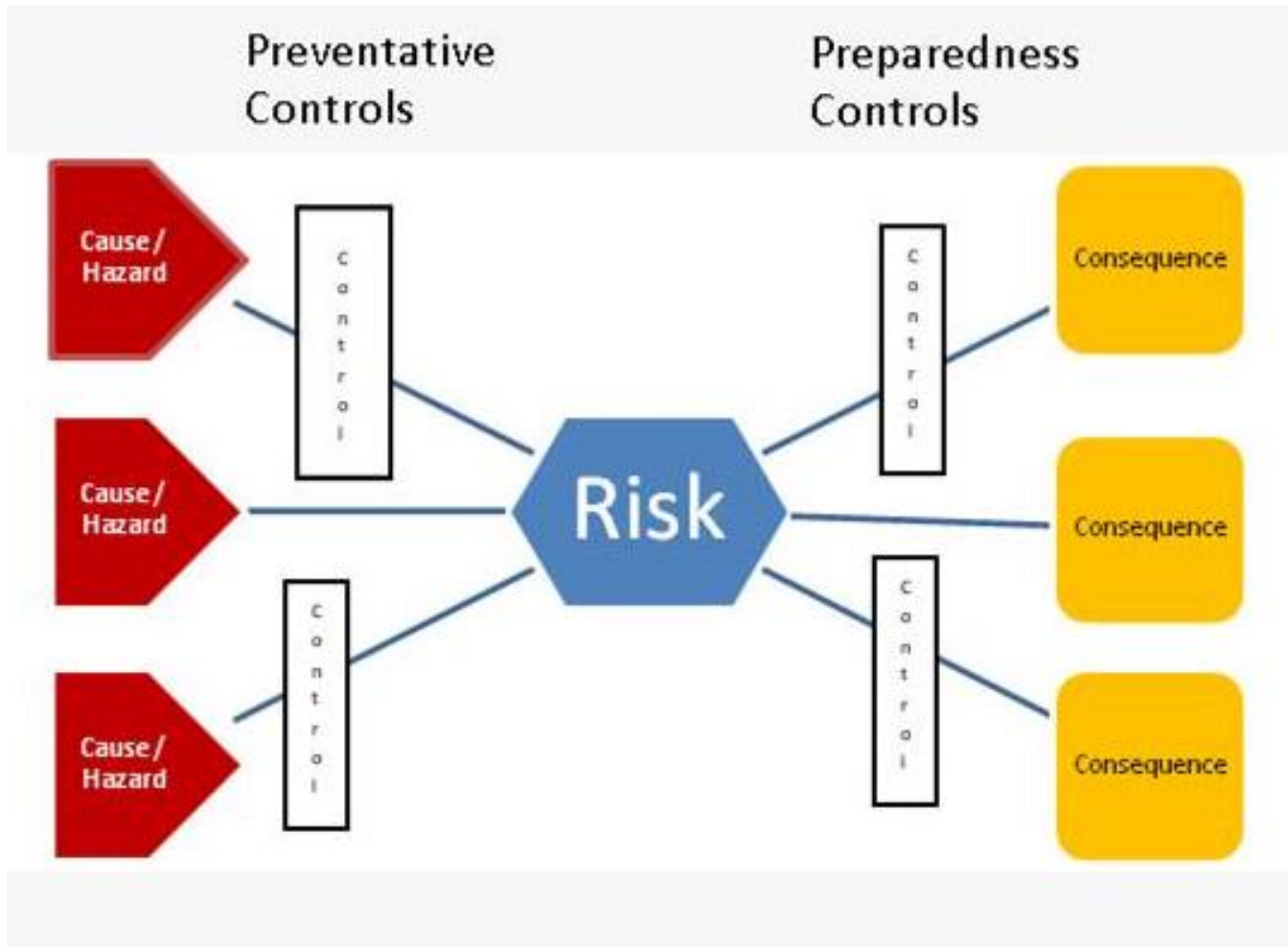
2. UN 3480, PI 965, Section II. Lithium ion cells and batteries must be offered for transport at a state of charge (SoC) not exceeding 30% of their rated design capacity.

The final changes for lithium batteries, effective 1 April 2016, are as follows:

3. UN 3090, PI 968, Section II. A shipper is not permitted to present for transport more than one (1) package prepared according to Section II in any single consignment.

The final changes for lithium batteries, effective 1 April 2016, are as follows:

4. Packages prepared according to Section II of PI 965 and PI 968 must be offered to the operator separately from other cargo and must not be loaded into a unit load device (ULD) before being offered to the operator.



Screening technologies: In light of this imminent prohibition, there may be a need for increased screening, to ensure appropriate mitigation of the safety risk.

IATA Cargo Department has produced the following guidance and documentation:

Guidance on the prohibition effective 1 April 2016: [Lithium Batteries as Cargo in 2016 Update III](#)

[Guidance Document](#) to help in compliance with the [IATA Dangerous Goods Regulations \(DGR\)](#),

To assist shippers: [Lithium Battery Shipping Guidelines \(LBSG\)](#)

[Lithium battery passenger pamphlet](#)

[Lithium battery awareness poster](#)

IATA Safety Department has produced the following guidance and documentation:

[The Lithium Batteries Risk Mitigation Guidance for Operators](#) outlines strategies to reduce the risks associated with lithium batteries transportation by air.

Sample Safety Risk Assessment (SRA), to help operators assess the risk of the carriage of lithium batteries.



Accident Analysis ~ Comparative Details

	Accident/Incident #1 Asiana B744 Jeju	Accident/Incident #2 UPS B744 Dubai	Accident/Incident #3 UPS DC-8 Philadelphia
LI batteries on board	Yes	Yes	Yes
Declared?	Yes	No	Lithium – Yes Other items – no <i>(not considered a factor)</i>
Hull loss	Yes	Yes	Yes
Fatalities (%)	2 (100%)	2 (100%)	0 (0%)
Phase of flight	Early cruise	Early cruise	Descent
Time into flight	50 minutes	22 minutes	c. 2 hours
Time to uncontained fire	17 minutes	23 minutes	27:45 minutes

For passengers, the following guidance has been produced:

Whether or not a lithium battery can be carried by air: [lithium battery passenger pamphlet](#)

Small Lithium Battery Powered Vehicles Notice: [Small Vehicles Powered by Lithium Batteries – Passenger Provisions](#)

Electronic cigarettes: In its [Guidance on Electronic Cigarettes](#)



**Thank
You**