



危险物品专家组 (DGP)

第二十七次会议

2019年9月16日至20日，蒙特利尔

- 议程项目 2: 管理航空特有的安全风险和查明异常情况
2.2: 如有必要，拟定对《危险物品安全航空运输技术细则》(Doc 9284号文件)的修订提案，以便纳入2021年—2022年版

助行器使用的备用干电池和镍氢电池

(由D. Brennan提交)

摘要

本工作文件建议在表 8-1 中为旅客携带干电池或者镍氢电池驱动的轮椅/助行器所用的备用干电池和镍氢电池作出规定。

危险物品专家组的行动: 请危险物品专家组讨论并通过让旅客携带助行器的备用电池，如本工作文件附录中所示。

1. INTRODUCTION

1.1 The number of persons with reduced mobility utilising air transport to travel for business and personal reasons continues to increase. This requires operators to implement procedures to ensure that these persons are able to travel by air, including with their mobility aids in a consistent manner.

1.2 As different States adopt new legislation to protect the rights of persons with reduced mobility operators are forced to permit the carriage of mobility aids, including those powered by batteries of all types.

1.3 In looking at the current provisions for battery-powered mobility aids in Table 8-1, item 4), there are provisions to permit a passenger to carry a spare battery for mobility aids powered by wet non-spillable batteries and for lithium ion batteries, subject to defined Watt-hour limits. There is however no allowance for a passenger to carry a spare dry or NiMh battery for a mobility aid, which is causing issues for operators where passengers have such spare batteries.

¹ 所有语文文本由国际航空运输协会 (IATA) 提供。

1.4 As the numbers of persons with reduced mobility increases, the type of mobility aids being offered as part of passenger baggage is changing. Traditionally persons with reduced mobility were those who required a wheelchair with those battery-powered wheelchairs using large wet cell or non-spillable batteries. However, more and more passengers are travelling with lightweight powered scooters that use a variety of battery types, including nickel cadmium (NiCad), nickel-metal hydride (NiMH) and of course lithium ion batteries.

1.5 While there is an allowance for a passenger to carry a spare non-spillable battery or a lithium ion battery for a mobility aid, there is no such allowance for batteries that meet special provision A123, dry batteries, typically NiCad, or special provision A199, NiMh batteries.

1.6 To address this, it is proposed to revise item 4) of Table 8-1 to include the allowance for a passenger to carry a spare NiCad, or other dry battery, or a NiMh battery for a mobility aid.

1.7 It is also proposed that the allowance for these spare batteries be adopted into the current edition of the Technical Instructions as there is a need for passengers to be permitted to carry these spare batteries now. At DGP-WG-19 it was agreed that the provisions in item 4) of Table 8-1 be amended through a corrigendum to the 2019-2020 edition of the Technical Instructions to include allowance for a spare non-spillable battery for a mobility aid to correct an oversight.

1.8 It is recognised that including an allowance for a spare NiCad and NiMh battery is a new issue, which would normally not be included until the next edition of the Technical Instructions effective 1 January 2021. However, in accordance with the UN Convention on the Rights of Persons with Disabilities and the standards and recommended practices in Annex 9 – Facilitation, the Panel is requested to consider this amendment as one that while not safety-related, but that supports the objectives of the UN Convention and Annex 9 in facilitating the carriage of persons with reduced mobility.

2. ACTION BY THE DGP

2.1 The DGP is invited to consider the proposed amendments to Table 8-1 as shown in the appendix to this working paper. Note, the text shown in the appendix includes the changes proposed in working paper DGP-WG/19-WP/6 and which were agreed at DGP-WG/19.

附录

对技术细则第8部分的拟议修订

第8部分

有关旅客和机组成员的规定

第1章

旅客或机组成员携带危险物品的规定

.....

表 8-1. 关于旅客或机组成员携带的危险物品的规定

危险物品	位置		需经运营人批准	限制
	交运行李	随身行李		
电池				
.....				
4) 由 — 溢漏型电池； — 防漏型湿电池； — 干电池； — 镍氢电池；或 — 锂电池 驱动的代步工具 (如轮椅)	是	(见 e)	是	<p>a) 供由于身患残疾、健康或年龄问题或暂时性的行动困难（如腿断了）而行动不便的旅客使用；</p> <p>b) 旅客应当提前与每一运营人做好安排，并提供所安装电池的型号信息和代步工具的操作信息（包括如何使电池绝缘的指示）；</p> <p>c) 如果是干电池或镍氢电池，：：</p> <p>i) 每一电池必须分别符合特殊规定 A123 或 A199；和</p> <p>ii) 每位旅客最多可以携带一个备用电池。</p> <p>d) 如果是防漏型湿电池：</p> <p>i) 每一电池必须符合特殊规定 A67；和</p> <p>ii) 每位旅客最多可以携带一个备用电池。</p> <p>e) 如果是锂离子电池：</p> <p>i) 每一电池类型必须符合联合国《试验和标准手册》第 III 部分第 38.3 小节规定的每项试验的要求；</p>

危险物品	位置		需经运营人批准	限制
	交运行李	随身行李		
				<p>ii) 当代步工具未对电池提供充分保护时：</p> <ul style="list-style-type: none"> — 必须遵循制造商的指示将电池卸下； — 电池不得超过 300 Wh； — 必须保护电池两极以防止短路（使电极绝缘，例如在暴露的电极上贴胶带）； — 必须保护电池免受损坏（例如将每个电池放入一个保护袋中）；和 — 电池必须在客舱中携带； <p>iii) 最多可携带一个不超过 300Wh 的备用电池，或两个各不超过 160Wh 的备用电池。备用电池必须在客舱中携带。</p>
.....				

.....