



**DANGEROUS GOODS PANEL (DGP)
MEETING OF THE WORKING GROUP OF THE WHOLE**

Montréal, 15 to 19 October 2012

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

REMOVAL OF BATTERIES FROM MOBILITY AIDS

(Presented by A. Tušek)

SUMMARY

In Australia, a number of airlines have asked about the requirements to remove batteries from mobility aids where they are specifically designed for the removal of the battery by the user.

This has resulted in the need to clarify when batteries must be removed from mobility aids.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 As a result of a number of questions from airlines about collapsible mobility aids it was felt that clarification of the requirements to remove batteries was required.

1.2 A letter issued to the Australian Dangerous Goods Air Transport Council for the information of their member airlines across Australia is presented in the appendix to this information paper.

1.3 The position taken in Australia is outlined in this letter.

1.4 It is believed that this is the position taken by major airlines and the matter was raised at the IATA Dangerous Goods Board for clarification.

2. ACTION BY THE DGP

2.1 The letter in the appendix to this information paper is provided for information and consideration by the DGP.

APPENDIX

To: The Australian Dangerous Goods Air Transport Council

Subject: **Air Transport of Wheelchairs/Mobility Aids**

Provisions relating to the carriage of battery-powered wheel chairs or other similar mobility aids by passengers and crew were amended in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air 2011-2012 edition.

In relation to certain mobility aids with Non-spillable wet batteries, batteries that comply with Special Provision A123 or Lithium ion batteries one of these changes states as follows:

4) *where the mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible):*

i) the battery(ies) must be removed and carried in the passenger cabin;.....

Unfortunately this has been subject to misinterpretation.

The design of some mobility devices is such that the manufacturer has specifically designed the device to be collapsed for the purposes of transport and as part of the process the battery(ies) are removed.

Many mobility devices can be collapsed or disassembled into a size capable of being placed into the boot (trunk) of a motor vehicle.

However, for air transport there is no requirement that mobility devices must be collapsed even if they are designed to be collapsible and the battery(ies) does not need to be removed even if the design allows for removal of the battery(ies).

In deciding if the device needs to be collapsed or batteries removed the primary considerations are:

1. Is the battery securely attached to the mobility aid?
2. Are the battery terminals protected from short circuit?
3. Have electrical circuits been isolated?
4. Can the mobility aid be carried in a manner such that it is protected from being damaged by the movement of baggage, mail, stores or other cargo?

If the carriage of the mobility aid can meet these criteria there is no requirement for it to be collapsed or disassembled. This does not remove the right of air operators to impose their own conditions of carriage including a requirement to collapse devices or require the removal of batteries.

Attached is a copy of both the ICAO and IATA changes.

If you require any further information, please do not hesitate to contact me on 131757 (+61-3-9927 5347) or by e-mail: adrian.tusek@casa.gov.au.



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