



International Civil Aviation Organization

DGP/27-WP/18
19/6/19

WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-SEVENTH MEETING

Montréal, 16 to 20 September 2019

Agenda Item 2: Managing air-specific safety risks and identifying anomalies

2.2: Develop proposals, if necessary, for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2021-2022 Edition

**DRAFT AMENDMENTS TO THE TECHNICAL INSTRUCTIONS AGREED AT DGP-WG/18
AND DGP-WG/19 — PART 8**

(Presented by the Secretary)

SUMMARY

This working paper contains draft amendments to Part 8 of the Technical Instructions agreed by DGP-WG/18 (Montréal, 1 to 5 October 2018) and DGP-WG/19 (Montréal, 1 to 5 April 2019).

The DGP is invited to agree to the draft amendments in this working paper.

Part 8

PROVISIONS CONCERNING
PASSENGERS AND CREW

Chapter 1

PROVISIONS FOR DANGEROUS GOODS
CARRIED BY PASSENGERS OR CREW

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Table 8-1. Provisions for dangerous goods carried by passengers or crew

DGP-WG/19-WP/6 (see paragraph 3.2.2.4 of the DGP-WG/19 report):

<i>Dangerous Goods</i>	<i>Location</i>		<i>Approval of the operator(s) is required</i>	<i>Restrictions</i>
	<i>Checked baggage</i>	<i>Carry-on baggage</i>		
Batteries				
...				
4) Battery-powered Mobility aids (e.g. wheelchairs) <u>powered by:</u> <u>– spillable batteries;</u> <u>– non-spillable wet batteries;</u> <u>– dry batteries;</u> <u>– nickel-metal hydride batteries; or</u> <u>– lithium ion batteries</u>	Yes	(see d) <u>e)</u>	Yes	a) for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg); b) the passenger should make advance arrangements with each operator and provide information on the type of battery installed and on the handling of the mobility aid (including instructions on how to isolate the battery); <u>c) in the case of a dry battery or nickel-metal hydride battery, each battery must comply with Special Provision A123 or A199, respectively;</u> e) in the case of a non-spillable wet battery: i) each battery must comply with Special Provision A67; and ii) a maximum of one spare battery may be carried per passenger; <u>d)</u> in the case of a lithium ion battery: i) each battery must be of a type which meets the requirements of each test in the <i>UN Manual of Tests and Criteria</i> , Part III, subsection 38.3; ii) when the mobility aid does not provide adequate protection to the battery: – the battery must be removed in accordance with the manufacturer's instructions; – the battery must not exceed 300 Wh;

<i>Dangerous Goods</i>	<i>Location</i>		<i>Approval of the operator(s) is required</i>	<i>Restrictions</i>
	<i>Checked baggage</i>	<i>Carry-on baggage</i>		
				<ul style="list-style-type: none">— the battery terminals must be protected from short circuit (by insulating the terminals, e.g. by taping over exposed terminals);— the battery must be protected from damage (e.g. by placing each battery in a protective pouch); and— the battery must be carried in the cabin; <p>iii) a maximum of one spare battery not exceeding 300 Wh or two spare batteries not exceeding 160 Wh each may be carried. Spare batteries must be carried in the cabin.</p>
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