Safety Information Bulletin

Operations

SIB No.: 2017-04R1

Issued: 19 December 2017

Subject: Safety Precautions Regarding the Transport by Air of Portable Electronic Devices containing Lithium Batteries carried by Passengers

Revision:

This SIB revises EASA SIB 2017-04 dated 05 April 2017.

Ref. Publications:

- EASA Safety Information Bulletin (SIB) 2015-28, "Passenger Awareness on the risks of Lithium Batteries"
- Commission Regulation (EU) No 965/2012 of 05 October 2012
- International Civil Aviation Organisation (ICAO) Document 9284, "Technical Instructions for the Safe Transport of Dangerous Goods by Air" (hereafter referred to as "ICAO Technical Instructions")
- ICAO Document 9481, "Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods"
- ICAO Electronic Bulletin EB 2017/23 "Portable Electronic Devices"
- Federal Aviation Administration (FAA) InFO 17008 "The Transportation of Portable Electronic Devices (PED) in Checked Baggage"

Applicability:

Aeroplane operators.

Description:

On 05 April 2017, EASA published SIB 2017-04 to alert operators on the risks associated with the carriage of Portable Electronic Devices (PEDs) in the checked baggage, and to recommend mitigating actions when the carriage of large PEDs in the cabin is prohibited. PEDs containing lithium batteries carried by passengers should be carried in the passenger cabin, to enable the crew to react expeditiously in case an incident involving such a PED occurs.

Recent testing[1] performed by the FAA showed that if a thermal runaway event occurs to a large PED carried in a checked baggage together with flammable materials, such as hair spray, there is a

[1] https://www.fire.tc.faa.gov/temp/LT_FH/NoVideos_Safe_Transport_of_Laptops.pptx

poor chance that a Class D[2] cargo compartment could contain the resulting fire, and a fair to poor chance that a Class C[3] cargo compartment could contain it.

This SIB is recommending a number of precautions that should be observed in order to address this issue.

At this time, the safety concern described in this SIB does not warrant the issuance of an operational directive under Regulation (EU) 965/2012, Annex II, ARO.GEN.135(c).

Recommendation(s):

The European Aviation Safety Agency recommends operators to:

- Inform passengers that large PEDs should be carried in the passenger cabin whenever possible;
- Request passengers to ensure that any large PED that cannot be carried in the passenger cabin (e.g. due to its size), and therefore has to be carried in checked baggage, is:
  - Completely switched off and effectively protected from accidental activation. To ensure the device is never powered on during its transport, any application, alarm or pre-set configuration that may activate it shall be disabled or deactivated;
  - Protected from the risk of accidental damage by applying suitable packaging or casing or by being placed in a rigid bag protected by adequate cushioning (e.g. clothing);
  - Not carried in the same baggage together with flammable material (e.g. perfumes, aerosols, etc.);
- Make the carriage of large PEDs in checked baggage in Class D cargo compartments subject to measures effectively mitigating the associated risks.

Furthermore, where carry-on bags are put in the hold (e.g. due to the lack of space) operators are reminded to ensure that passengers are requested to remove from the bag any spare batteries or e-cigarettes.

Note: Approved modifications (e.g. Supplemental Type Certificates) are available to upgrade most Class D cargo compartments to Class C.

Further information on the safe transportation by passengers of lithium batteries is available on the EASA's Dangerous Goods web page.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.
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[2] A Class D cargo compartment is one in which a fire would be completely contained without endangering the safety of the aeroplane or the occupants, and without being accessible to crew members. Such compartments depend on oxygen deprivation to prevent and suppress combustion and on the capability of liners to resist flame penetration.

[3] A Class C cargo compartment is one equipped with a smoke or fire detector system and with a fire extinguishing or suppression system controllable from the cockpit.