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Dipartimento Tecnico – 20 dicembre 2017

(english text at the bottom)

EASA Safety Information Bulletin 2017-04R1 Safety Precautions Regarding the Transport by Air of Portable Electronic Devices containing Lithium Batteries carried by Passengers

Oggetto del SIB allegato sono le precauzioni da adottare in caso di trasporto di PED funzionanti con batterie al litio che dovessero, per ragioni di dimensioni, essere trasportate come bagaglio registrato .

In precedenza la materia era stata trattata dal SIB 2017-04.

Le raccomandazioni formulate si riassumono come segue:

- Informare i passeggeri di trasportare i grossi PED con batterie al litio in cabina;
- Nel caso ciò non fosse possibile per motivi di dimensione ecc., si dovrà posizionare l'apparato in modalità spento, avendo cura di proteggerlo da ogni possibile attivazione accidentale.

Un recente test condotto da FAA, ha mostrato come in caso di esplosione termica delle batterie di un grande PED trasportato in stiva con contemporanea presenza di materiale potenzialmente infiammabile, come profumi o spray, le chance che il fuoco risultante sia controllabile sono piuttosto scarse, sia che si tratti di un compartimento di tipo D o anche C.

A seguito di ciò dunque il SIB allegato, in aggiunta a quanto già detto con il SIB dello scorso aprile, raccomanda di non trasportare nello stesso bagaglio del PED anche materiale infiammabile come profumi e spray e onde prevenire il PED da eventuali danni, proteggerne la struttura .

Sono presenti inoltre procedure di modifica approvate onde upgradare i contenitori dal tipo D al tipo C.

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Allegati a questa edizione:

[English Version](#)

EASA Safety Information Bulletin 2017-04R1 Safety Precautions Regarding the Transport by Air of Portable Electronic Devices containing Lithium Batteries carried by Passengers

Topic of the enclosed SIB are the precautions to be taken in case of transport of large PEDs working with lithium batteries that should, for reasons of size, be transported as checked baggage.

Previously the SIB 2017-04 had dealt with the subject.

The recommendations formulated are summarized as follows:

- Inform passengers to transport large PEDs with lithium batteries in the cabin;
- If this is not possible due to size reasons, etc., the device must be switched off, taking care to protect it from any possible accidental activation.

A recent test conducted by FAA showed how in the event of a thermal explosion of the batteries of a large PED transported in the hold with simultaneous presence of potentially flammable material, such as perfumes or sprays, the chances that the resulting fire is controllable are rather poor, both whether it is a compartment of type D or even C.

Following this, therefore, the attached SIB, in addition to what was already said with the SIB last April, recommends not to transport inflammable materials such as perfumes and sprays in the same PED baggage and to prevent the PED from damage, protect its structure .

There are also approved modification procedures to upgrade containers from type D to type C.

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For any comments or feedback is welcome by emailing us at: dt@Anpac.it



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 testing¹ 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

This is information only. Recommendations are not mandatory.



poor chance that a Class D² cargo compartment could contain the resulting fire, and a fair to poor chance that a Class C³ 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.

E-mail: ADs@easa.europa.eu.

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.

This is information only. Recommendations are not mandatory.

