

## 2015 IATA Li-ion Battery Excerpt

Lithium-ion battery powered wheelchairs or other similar mobility aids 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), are permitted in air transport but subject to the following conditions:

- (a) the batteries must be of a type which meets the requirements of each test in the UN Manual of Tests and Criteria, Part III, subsection 38.3;
- (b) the operator must verify that:
  - (1) battery terminals are protected from short circuits, e.g. by being enclosed within a battery container,
  - (2) the battery must be securely attached to the wheelchair or mobility aid; and
  - (3) electrical circuits have been inhibited.
- (c) the mobility aids must be carried in a manner such that they are protected from being damaged by the movement of baggage, mail, or other cargo;

(d) where a battery powered or other similar mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible);

- (1) the battery(ies) must be removed. The wheelchair / mobility aid may then be carried as checked baggage without restriction;
- (2) the battery(ies) must be protected from short circuit by insulating the terminals (e.g. by taping over exposed terminals);
- (3) the removed battery(ies) must be protected from damage (e.g.) by placing each battery in a protective pouch. The battery(ies) must be carried in the passenger cabin;

(4) removal of the battery from the device must be performed by following the instructions of the manufacturer or device owner; **IATA Lithium Battery Guidance Document - 2014 APCS/Cargo Page 15 15/12/2014**

(5) the battery must not exceed 300 Wh;;

(6) a maximum of one spare battery not exceeding 300 Wh or two spares each not exceeding 160 Wh may be carried; and

(e) the pilot-in-command must be informed of the location of the mobility aid with an installed battery or the location of the lithium battery when removed and carried in the cabin.

(f) It is recommended that passengers make advance arrangements with each operator.

**Note:** *most scooters have a key which can be switched to the off position, removed and given to the passenger for safe keeping. However, most power chairs are switched on and off with a push-button which could be reactivated in flight by the inadvertent movement of baggage or cargo. Accordingly, further steps are required to inhibit the circuits of such devices, for example separating the power supply between the batteries and the control mechanism by disconnecting cable plugs or connectors, or inserting an inhibiting plug. Any exposed electrical terminals must be insulated to prevent short circuit. Batteries should not be routinely disconnected or removed, since this is often very difficult to do, and if not done properly can increase the risk of a fire.*

*To check that electrical circuits have been inhibited, prior to loading place the device into drive mode (i.e. not freewheel mode), try to power up the device by pressing the on/off switch and see if use of the joystick results in the mobility aid moving. A check should also be made that batteries are securely attached to the mobility aid and battery terminals are protected from short circuit. If it is evident that an electric mobility aid has not been made safe, it must not be loaded.*

*Once loaded onboard the aircraft or into a ULD, the electric mobility aid should be returned to drive mode as this will help prevent it moving with the potential for damage. Devices must be secured to prevent movement and may require spreading (consult the airline ground handling manual for details).*