



SAFETY ALERT 11/2016
Issued: 16th October 2016

SUBJECT:

SAFETY PRECAUTIONS REGARDING THE TRANSPORT BY AIR OF DAMAGED, DEFECTIVE OR RECALLED LITHIUM BATTERIES

APPLICABILITY:

All UAE AOC/POC Holders

EFFECTIVE DATE:

16th October 2016

REFERENCES:

- CAR-OPS 1 and 3 sections related to Dangerous Goods and lithium batteries
- EASA Safety Information Bulletin (SIB) No. [2009-22R1](#)
- International Civil Aviation Organisation (ICAO) Document [9284](#), Technical Instructions for the Safe Transport of Dangerous Goods by Air (hereafter referred to as the Technical Instructions)
- ICAO Doc. 9481, 'Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods'
- [UN Manual of Tests and Criteria](#)
- [FAA SAFO 16011](#), Air Transport Restrictions for Recalled Lithium Batteries and Lithium Battery Powered Devices
- [US DOT Pipeline and Hazardous Materials Safety Administration \(PHMSA\) Safety Advisory Notice 2016-18](#)
- [EASA's Dangerous Goods](#)

PURPOSE:

To remind all UAE AOC/POC operators the recently reported incidents concerning Samsung Galaxy Note7 devices which are now subject to a recall or a voluntary exchange programme.

BACKGROUND:

The GCAA Civil Aviation Regulation mandates compliance with the ICAO Technical Instructions (respectively CAR-OPS 1.1145 and CAR-OPS 3. 1160). The special provision A154 thereof and packing instructions 965 to 970 forbid the transport by air, as cargo, of cells and batteries identified by the manufacturer as being defective for safety reasons, or that have been damaged, that have the potential of producing a dangerous evolution of heat, fire or short circuit (e.g. those being returned to the manufacturer for safety reasons).



Portable electronic devices containing lithium batteries, carried on board by passengers or crew, need to meet the conditions stipulated in the ICAO Technical Instructions. Part 8 of these Instructions prescribes that lithium batteries must be of a type proven to meet the requirements of each test in UN Manual of Tests and Criteria, part III, subsection 38.3. This also applies to recalled batteries/devices. It is however recognised that verifying compliance with such requirements may not always be easy.

Recalled lithium battery powered devices that have been repaired or have had their batteries replaced as required by the recall notice may no longer be subject to the restrictions on recalled lithium batteries. It is the ultimate responsibility of Air Operators to keep abreast with the information disseminated worldwide before the restrictions can be fully alleviated.

RECOMMENDATIONS:

The GCAA recommends that operators:

1. Review the above mentioned information and associated references to ensure safety is not jeopardized by the transport of damaged, defective or recalled lithium batteries;
2. Remind passengers that Samsung Galaxy Note 7 devices are not put inside the checked baggage. Whenever they are carried on board by passengers and crew they are kept turned off, not charged while on board of the aircraft (even if using power bank devices) and not connected to the aircraft (i.e. through in-flight entertainment system or other means). A good coordination with airports management may be required to increase awareness of passengers with regards to issues related to lithium batteries in checked or carry-on baggage;
3. Remind passengers of the need to immediately inform the cabin crew when a device is damaged, hot, produces smoke, is lost or misplaced onboard, or falls into the seat structure;
4. Review and implement guidance contained in GM2 to AMC OPS 1.110 and GM2 to AMC OPS 3.110 to be able to deal with fire caused by a lithium-battery powered device onboard an aircraft; and
5. Ensure that staff responsible for cargo acceptance and processing is fully aware that damaged, recalled or potentially hazardous lithium batteries, including those contained in equipment and/or shipped with equipment, are forbidden to be transported by aircraft as cargo.

CONTACT:

fops@gcaa.gov.ae