



Safety Information Bulletin

Operations

SIB No.: 2016-14

Issued: 26 September 2016

Subject: Safety precautions regarding the transport by air of damaged, defective or recalled lithium batteries

Ref. Publications:

- EASA Safety Information Bulletin (SIB) [No. 2009-22R1](#);
- Commission Regulation (EU) No [965/2012](#) of 5 October 2012 (hereafter referred to as the Air Operations regulation);
- 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](#)

Applicability:

Aircraft Operators.

Description:

The Agency took note of the recently reported incidents concerning Samsung Galaxy Note7 devices which are now subject to a recall¹² or a voluntary exchange programme³ and consequently published the SIB 2016-13.

This Safety Information Bulletin, which replaces the SIB 2016-13, addresses the safety risks associated with the transportation of Galaxy Note7 devices which are subject of a recall or a voluntary exchange programme. It also applies to any other lithium cells, batteries or portable electronic devices (PEDs) which are damaged, defective or recalled.

¹ <http://www.cpsc.gov/en/Recalls/2016/Samsung-Recalls-Galaxy-Note7-Smartphones/>

² <http://globalrecalls.oecd.org/display.ashx?id=b9366226-d859-44be-a33d-501de8e44b36&tid=fc24d25f-0ccc-5902-9883-10065b053cda>

³ <http://www.samsung.com/uk/note7exchange/>

This is information only. Recommendations are not mandatory.



The Air Operations Regulation mandates compliance with the ICAO Technical Instructions. 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 are no longer subject to the restrictions on recalled lithium batteries.

Recommendations:

Considering the above mentioned information, the European Aviation Safety Agency recommends that operators:

- Remind passengers that Samsung Galaxy Note7 devices are not put inside the checked baggage. Whenever they are carried on board by passengers and crew they are kept turned off and are not charged while on board of the aircraft;
- Remind passengers of the need to immediately inform the cabin crew when a device is damaged, hot, produces smoke, is lost, or falls into the seat structure;
- 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.

Further information on the safe transportation by passengers of lithium batteries is available on [EASA's Dangerous Goods page](#).

Contact:

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