

Subject: Safety Precautions regarding the Transport by Air of Damaged, Defective or Recalled Lithium Batteries

Revision:

This SIB revises EASA SIB 2017-01 dated 09 February 2017. The original version of this SIB replaced EASA SIB 2016-14R1, dated 13 October 2016, which was withdrawn.

Ref. Publications:

- EASA SIB [2009-22R1](#) dated 07 April 2015.
- Commission Regulation (EU) No [965/2012](#) dated 05 October 2012.
- International Civil Aviation Organisation (ICAO) [Document 9284](#), Technical Instructions for the Safe Transport of Dangerous Goods by Air.
- ICAO Document 9481, Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods.
- [United Nations Manual of Tests and Criteria](#).
- Federal Aviation Administration (FAA) [SAFO 16011](#) dated 16 September 2016, Air Transport Restrictions for Recalled Lithium Batteries and Lithium Battery Powered Devices.
- United States Pipeline and Hazardous Materials Safety Administration Safety Advisory Notice [2016-18](#) dated 22 September 2016.
- FAA Emergency Order [FAA-2016-9288](#) dated 09 January 2017.

Applicability:

Aircraft operators.

Description:

In September 2016, EASA took note of reported incidents concerning defective portable electronic devices (PEDs). Those incidents have led the manufacturers to establish a recall and voluntary exchange programmes and, consequently, EASA published SIB 2016-13, later replaced by EASA SIB 2016-14 (later revised).

SIB 2016-14 addressed the safety risks associated with the transportation of defective devices, as well as any other lithium cells, batteries or PEDs, which are damaged, defective or recalled.

Following the updates related to the items that had caused the incidents, EASA SIB 2016-14R1 was replaced by EASA SIB 2017-01, which proposed general recommendations to the operators regarding the transport by air of damaged, defective or recalled lithium batteries and devices.

This is information only. Recommendations are not mandatory.



This SIB revises EASA SIB 2017-01, removing any reference to any specific item and/or company. EASA has recently been made aware of further recalls from other companies and would like to remind operators of the importance of observing certain precautions, summarized in the recommendations below.

For the purpose of this SIB, “damaged, defective or recalled lithium batteries and devices” refers to all lithium ion cells and batteries that have been 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), as well as to the devices containing them.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Safety Directive (SD) action under Regulation (EU) [965/2012](#), Annex II, ARO.GEN.135(c).

Recommendation(s):

EASA recommends that operators:

- Make information available to crews, passengers and staff processing passengers about any restrictions and limitations to carry on board an aircraft damaged, defective or recalled lithium batteries and devices.
- Ensure that cabin crews are properly trained and aware of the procedures to be followed when damaged, defective or recalled lithium batteries or devices are identified to be carried by passengers.
- If a damaged, defective or recalled battery or device is carried on board of an aircraft, require the passenger concerned to keep the battery or device where it can be observed, switched off (not in sleep or hibernation mode), protected from accidental activation (also disabling any features that may switch it on, e.g., alarms), and not to be charged at any time.
- Remind passengers of the need to immediately inform the cabin crew when a battery or device is damaged, hot, produces smoke, is lost, or falls into the seat structure.
- Ensure that staff responsible for cargo acceptance and processing are fully aware that damaged, defective or recalled lithium batteries, including those contained in equipment and/or shipped with equipment, are forbidden for transport.

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

Contact(s):

For further information, contact the EASA Programming and Continued Airworthiness Information Section, Certification Directorate, E-mail: ADs@easa.europa.eu.

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