



Safety Information Bulletin

Operations

SIB No.: 2016-14R1

Issued: 12 October 2016

[Correction: 13 October 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.

Correction:

This SIB is republished to correct a typo in the last paragraph of the "Description" (EASA SIB 2016-14 instead of EASA SIB 2014-14).

Description:

The Agency took note of the recently reported incidents concerning Samsung Galaxy Note7 devices, which led the manufacturer to establish a recall¹² and voluntary exchange programmes³, and consequently published EASA SIB 2016-13.

Later on the Agency published EASA SIB 2016-14, which replaced EASA SIB 2016-13, to address the safety risks associated with the transportation by air of Galaxy Note7 devices and to further

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.



extended its scope to any other lithium cells, batteries or portable electronic devices (PEDs) which are damaged, defective or recalled.

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.

On 10th of October 2016 Samsung Electronics Co., Ltd. informed about the decision to suspend global sales and exchanges⁴ of Galaxy Note7 devices and is advising: “Since the affected devices can overheat and pose a safety risk, we are asking consumers with an original Galaxy Note7 or a replacement Galaxy Note7 to power it down”.⁵

This SIB revises EASA SIB 2016-14 to inform aircraft operators about the above decision by Samsung Electronics Co., Ltd. and to advise that the precautions mentioned in the SIB apply to all Galaxy Note7 devices, irrespective of whether they were subject or not to replacement by the manufacturer.

Recommendations:

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

- Remind passengers and crew that Samsung Galaxy Note7 devices should not be put inside the checked baggage. While on board the aircraft, passengers and crew should keep the devices turned off and not charge them at any time;
- 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](#).

⁴ <https://news.samsung.com/us/2016/10/10/official-statement-global-stop-sale-and-exchange-of-galaxy-note7/>

⁵ <http://www.samsung.com/us/note7recall/>

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Contact:

For further information contact the EASA Safety Information Section.

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

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