

SAFETY REGULATION FLIGHT OPERATIONS

DANGEROUS GOODS NOTICE



Seychelles Civil Aviation Authority

3/2011

Applicability: All AOC Holders

1. TRANSPORT OF BATTERY-POWERED WHEELCHAIRS

1.1 Introduction

1.1.1 The International Civil Aviation Organization Technical Instruction for the Safe Transport of Dangerous Goods by Air (ICAO TIs), regulates the transportation by air of items classified as dangerous goods both in Seychelles and internationally.

1.1.2 Technical Instructions for the Safe Transport of Dangerous Goods by Air provides for the carriage by passengers of battery-powered mobility aids, in checked baggage, subject to the approval of the operator. By far the most common battery used on mobility aids is the non-spillable type, most of which have a gel electrolyte.

1.1.3 During air transport, such batteries must be securely attached to the mobility aid and protected from:

- a) **inadvertent operation** - there are a variety of ways a wheelchair can be protected, and in the first instance the passenger should be asked how this can be achieved; generally this will involve certain actions being taken with the joystick, but may also be as simple as removing a key or turning a deactivation switch. If the latter, care must be taken during loading to ensure that the switch cannot be activated by adjacent baggage.
- b) **short circuit of the battery** – adequate protection may already be afforded by the battery being contained in a battery box fitted to the mobility aid; and
- c) **damage** – including to associated wiring, by the movement of baggage, mail, stores or other cargo.

1.1.4 The Technical Instructions do not require disconnection of non-spillable batteries, since this is often very difficult to do, and if not done properly can increase the risk of a fire. Consequently, only if done it must be ensured that the battery terminals are protected against short circuit, e.g. by the effective insulation of exposed terminals.

1.1.5 Spillable batteries are subject to further restrictions, which are detailed in Part 8 Chapter 1 of the Technical Instructions.

2 Information Required

2.1.1 Operators should review their ticket booking process to require any passenger who intends to travel with a mobility aid to declare the fact when making the booking and provide the following information:

- a) the type and number of batteries fitted to the mobility aid; and
- b) what measures are required to prevent inadvertent operation. If disconnection is the only way that this can be achieved, details of how this is done should be requested from the passenger.

In turn, the operator should ensure that this information is provided to all relevant staff (e.g. check-in, loading, etc.)

3 Recommendation

3.1.1 Operators should review their ticket booking process to require any passenger who intends to travel with a mobility aid to declare the fact when making the booking and provide appropriate details of that mobility aid.

2. Queries

2.1 Any queries as a result of Dangerous Goods Notice should be addressed to the Dangerous Goods Inspector at the following e-mail address: agobine@scaa.sc

3. Cancellation

Nil

Andy Gobine
Dangerous Goods Inspector
19th April 2011

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| Recipients of new DGNs are asked to ensure that these are copied to their 'in house' or contracted organisations, to relevant outside contractors, and to all members of their staff who could have an interest in the information or who need to take appropriate action in response to this Dangerous Goods Notice. |
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