



Safety Information Bulletin

Operations

SIB No.: 2017-01

Issued: 09 February 2017

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

This SIB replaces EASA SIB 2016-14R1, dated 13 October 2016, which is withdrawn.

Ref. Publications:

- EASA SIB [2009-22R1](#);
- EASA SIB [2016-14R1](#);
- Commission Regulation (EU) No. [965/2012](#) of 05 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 ICAO Technical Instructions);
- ICAO Document 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](#);
- [Emergency Order](#) No. FAA-2016-9288, issued 09 January 2017.

Applicability:

Aircraft operators.

Description:

In September 2016, the Agency took note of the reported incidents concerning Samsung Galaxy Note 7 devices, which led the manufacturer to establish a recall¹² and voluntary exchange programmes³, and consequently EASA published SIB 2016-13.

The Agency published SIB 2016-14 to replace SIB 2016-13. EASA SIB 2016-14 addressed the safety risks associated with the transportation by air of Galaxy Note 7 devices and further extended its scope 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 Agency, following a declaration from Samsung Electronics Co., Ltd that “the affected devices can overheat and pose a safety risk”⁴, and the company’s consequent decision on 10 October 2016 to suspend global sales and exchanges⁵ of Galaxy Note 7, published SIB 2016-14R1 to inform aircraft operators about such decision and to advise that the precautions mentioned in the SIB apply to all Galaxy Note 7 devices, irrespective of whether they were subject or not to replacement by the manufacturer.

Since the publication of the first SIB on this issue, the Agency received regular updates from Samsung Electronics Co., Ltd on the efforts to recall the device. The company reported to EASA a 93% recall rate in Europe by 9 December 2016. By 2 February 2017, the recall rate reached 94% in Europe and 96,5% worldwide. On 15 December 2016 the company also informed of the release of an automatic and mandatory software update that would prevent Samsung Galaxy Note 7 devices from charging more than 30%⁶. On a more recent notification to EASA on 30 January 2017 the company confirmed that, as from the following day, they would release a new software update that would prevent the device from charging and would eliminate their ability to work as mobile devices⁷. The Agency has also noted that there are no recent reports of fire related incidents or accidents involving these devices on board of the aircraft.

This SIB therefore withdraws EASA SIB 2016-14R1, focussing on Samsung Note 7, and instead provides general recommendations to the operators regarding the transport by air of damaged, defective or recalled lithium batteries.

Recommendations:

Considering the above mentioned information, the European Aviation Safety Agency 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 or devices;
- If a damaged, defective or recalled battery or device is noticed to have been carried inadvertently on board an aircraft, require the passenger concerned to keep the battery or device turned off, protect it from accidental activation (also disabling any features that may turn it on), keep it on the person, and not charge it 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.

⁴ <http://www.samsung.com/us/note7recall/>

⁵ <https://news.samsung.com/us/2016/10/10/official-statement-global-stop-sale-and-exchange-of-galaxy-note7/>

⁶ <http://www.samsung.com/uk/note7exchange/>

⁷ <http://www.samsung.com/uk/note7exchange/>

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

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