



GHANA CIVIL AVIATION AUTHORITY

SAFETY DIRECTIVES

SD/01/17

SUBJECT: HANDLING OF DANGEROUS GOODS (LITHIUM BATTERY OPERATED ITEMS)

PURSUANT to the powers conferred on the Director General by Sections 9(2) and (7) of the Ghana Civil Aviation Act, 2004, ACT 678, as amended by the Ghana Civil Aviation (Amendment) Act, 2016, ACT 906, the following Safety Directive is hereby made and issued this 6th day of April 2017.

Some States have recently banned the carriage of large personal electronic devices (PEDs) in the passenger cabin due to security concerns. This will significantly increase the number of PEDs powered by lithium batteries in cargo compartments.

All Airport operators, air operators, Security Profiling Firms, Ground handling Agents are to take this into account through their safety risk assessment procedures and take the following actions:

a) Clear information should be provided to passengers explaining that:

1) The device must be completely switched off (not in sleep or hibernation mode) and packed in protective packaging to prevent unintentional activation or

damage. Suitable protection could be provided by the use of a rigid suitcase and/or cushioning material such as clothing to prevent movement;

2) Carriage of spare batteries, power banks and portable electronic smoking devices (e.g. e-cigarettes, personal vaporizers) in checked baggage is **currently forbidden**. Therefore, if security or other requirements prohibit these items from being carried in the cabin, passengers should be informed that they are precluded from carrying them in either checked or carry-on baggage.

b) Operators should consider appropriate procedures for the return or disposal of devices when confiscated from passengers;

c) Operators are encouraged to assist passengers in safely packing their PEDs at check-in or at boarding gate areas, to include, for example, the provision of strong, rigid packaging and cushioning material;

d) Operators should consider the potential for higher concentrations of lithium battery powered devices in close proximity to each other and to other dangerous goods transported in cargo and in passenger baggage when conducting their safety risk assessments. Mitigation measures which should be considered include dispersing baggage and cargo in a manner that prevents concentrations of PEDs in a single location in the cargo hold; applying quantity limitations on PEDs in any single container or bulk loaded compartment; and stowing baggage and cargo in a manner that prevents movement; and

e) Air Operators should provide information to codeshare and alliance partners and ensure appropriate advice is provided to transfer passengers.

All Operators and Stakeholders are to take note and comply accordingly.