# Guidelines for the Carriage of Wheelchair Batteries on Passenger Flights

**Dated: 2026-05-25** **Number: 2026-05-25-01-ENG**

**Wheelchairs and other mobility aids are transported in the aircraft cargo compartments.**

**Passengers are strongly recommended to notify the airline of the use of a wheelchair at least 24 hours prior to the flight departure.**

The passenger shall provide the airline with the following information regarding the wheelchair / mobility aid in accordance with the technical passport (technical specifications) of the device:

- Type – manual or battery-powered;
- If manual, specify if there is a wheel lock or brake;
- If the mobility aid is battery-powered, it should contain the following information:
  - ✓ type of battery;
  - ✓ if lithium-ion, the Watt-hour rating of the battery and whether the battery must be removed;
  - ✓ location of the mechanism to put the mobility aid into neutral;
  - ✓ specify if there is a power isolation switch;
  - ✓ method to disconnect the battery.
- Weight of the mobility aid;
- Dimensions of the aid (L x W x H) in its air travel configuration at its lowest height (when all detachable parts are removed, and the mobility aid is ready to be loaded into the cargo compartment of the aircraft);
- Specify if the back rest needs to be folded down or removed;
- Components that can be removed for carriage, such as:
  - ✓ Seat cushion;
  - ✓ Back support;
  - ✓ Arm Support;
  - ✓ Head Support;
  - ✓ Foot Support;
  - ✓ Controls (joystick, etc);
  - ✓ Wheels;
  - ✓ Side guards;
  - ✓ Belts or straps;
- QR code from the manufacturer where further details can be obtained specific to the aid, such as:
  - ✓ Detailed technical specifications from the manufacturer;
  - ✓ User’s manual;
  - ✓ Images of the aid can be viewed in various configurations including an air travel configuration.

**Battery types must comply with the requirements of the IATA Dangerous Goods Regulations (IATA DGR):**

- Non-spillable wet batteries – special provision A67 (see. Appendix 1);
- Nickel-metal hydride batteries – special provision A199 (see. Appendix 1);
- Dry batteries – special provision A123 (see. Appendix 1).

Prior to acceptance for carriage, the check-in specialist / ground handling agent shall ensure that the batteries being transported comply with the specified requirements.

**Together with mobility aid a passenger may carry:**

− 1 spare wet battery prepared according to A67 IATA DGR;
− 2 spare nickel-metal hydride battery prepared according to A199 IATA DGR;
− 2 dry battery prepared according to A123 IATA DGR.

**When accepting a wheelchair for carriage, passenger and baggage check-in specialist / ground handling agent shall**:

- ✓ Confirm with the passenger the type of battery used (non-spillable wet battery, or nickel-metal hydride battery, or dry battery);
- ✓ Ensure that the battery terminals are insulated to prevent accidental short circuits (for example, each battery is packed in a special individual container).
- ✓ Ensure that the battery is either:
  - — Securely attached to the wheelchair or mobility aid and that electrical circuits are isolated in accordance with the manufacturer's instructions;
  - — Removed from the mobility aid in accordance with the manufacturer's instructions.
- ✓ Ensure that the passenger is carrying no more than permitted number of spare batteries;
- ✓ Check for signs of damage to the battery casing, including spare batteries, and ensure there are no signs of leakage of battery electrolyte. Batteries removed from the mobility aid or spare batteries must be undamaged and carried in suitable, strong, and undamaged package;
- ✓ Mark the wheelchair and batteries with the appropriate "Wheelchair" / "Wheelchair Battery" tags.

**In accordance with IATA DGR Table 2.3.A, the Pilot-in-Command (PIC) must be informed of:**

- ✓ the location of the wheelchair or mobility aid with installed batteries, or the ULD ID if the wheelchair or mobility aid is loaded in a ULD (container);
- ✓ the location of removed batteries; and
- ✓ the location of spare batteries, whether carried in the cargo compartment or in the passenger cabin.

**This information shall be provided:**

- — **for passengers departing from TAS and SKD airports – through Appendix 7.6 "Notification to the PIC on Items and Substances Carried in Accordance with IATA DGR 2.3A", in accordance with the Ground Operations and Handling Department notice dated 11.05.2026 No. 2026-05-11-01-RUS;**
- — **for passengers departing on A330 aircraft – by Load Planning personnel in accordance with the Ground Operations and Handling Department notice dated 11.05.2026 No. 2026-05-11-02-RUS/ENG.**

When handling/loading wheelchairs and wheelchair batteries, ensure compliance with the requirements for placement in checked baggage / carry-on baggage in accordance with Table 2.3.A "Provisions for Dangerous Goods Carried by Passengers or Crew".

| | The pilot-in-command must be informed of the location | | | |
|---|---|---|---|---|
| | | Permitted in or as carry-on-baggage | | |
| | | Permitted in or as checked baggage | | |
| | The approval of the operator is required | | | |
| **Mobility Aids:** Battery-powered wheelchairs or other similar mobility devices with **non-spillable wet batteries, nickel-metal hydride batteries or dry batteries** | **YES** | **YES** | **NO** | **YES** |
| **Mobility Aids:** Battery-powered wheelchairs or other similar mobility devices with **spillable batteries or with lithium-ion batteries** | **YES** | **YES** | **NO** | **YES** |
| **Mobility Aids:** Battery-powered wheelchairs or other similar mobility devices with **lithium-ion batteries** where the design of the mobility aid does not provide adequate protection for the battery(ies) | **YES** | **NO** | **YES** | **YES** |

## WHEELCHAIRS / MOBILITY AIDS WITH NON-SPILLABLE WET BATTERIES, NICKEL-METAL HYDRIDE BATTERIES OR DRY BATTERIES

The check-in specialist / ground handling agent must secure, by use of straps, lie-down or other restraint devices, a battery powered mobility aid with installed batteries. The mobility aid, the battery, electrical cabling and controls must be protected from damage including by the movement of baggage, mail or cargo.

The mobility aid must be prepared for carriage to prevent:
(a) unintentional activation; and
(b) non-spillable batteries are not permitted to contain any free or unabsorbed liquid.

The check-in specialist / ground handling agent must verify that:

(a) the passenger has confirmed that the battery is a non-spillable wet battery that complies with Special Provision A67, or a nickel-metal hydride battery that complies with Special Provision A199 or dry battery that complies with Special Provision A123;

(b) the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container;

(c) the battery is either:
1. adequately protected against damage by the design of the mobility aid and securely attached to the wheelchair or mobility aid. The electrical circuits must be isolated following the manufacturer's instructions; or
2. removed from the mobility aid following the manufacturer's instructions and carried separately. In many cases, the wheelchair is equipped with a designated attachment or storage compartment (e.g. a pouch or protective cover) for the removed battery.

A passenger may carry a maximum of:

(a) one spare wet, non-spillable battery meeting Special Provision A67; or

(b) two spare nickel-metal hydride batteries meeting Special Provision A199 or dry batteries meeting Special Provision A123.


**Figure 1. Examples of Non-Spillable Wet Batteries**


**Figure 2. Examples of Nickel Metal Hydride and Dry Batteries**

## WHEELCHAIRS / MOBILITY AIDS WITH SPILLABLE BATTERIES

The check-in specialist / ground handling agent must verify that:

(a) the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container;
(b) the battery is fitted, where feasible, with spill-resistant vent caps;
(c) the battery is either:
   1. adequately protected against damage by the design of the mobility aid and securely attached to the wheelchair or mobility aid. The electrical circuits must be isolated following the manufacturer's instructions; or
   2. removed from the mobility aid following the manufacturer's instructions when the mobility aid cannot be maintained in an upright position.

Wheelchair or mobility aids with spillable batteries must be loaded, stowed, secured and unloaded in an upright position. If the wheelchair or mobility aid cannot be loaded, stowed, secured and unloaded always in an upright position or if the mobility aid does not adequately protect the battery, the battery must be removed. The removed battery must be carried in strong, rigid packagings as follows:

(a) packagings must be leak-tight, impervious to battery fluid and be protected against upset by securing to ULD or by securing them in cargo compartment such as by use if restraining straps, brackets or holders;
(b) battery must be protected against short circuits, secured upright in these packagings and surrounded by compatible absorbent material sufficient to absorb their liquid contents;
(c) these packagings must be marked “BATTERY WITH WHEELCHAIR” or “BATTERY WITH MOBILITY AID” (see Figure 6) and be labelled with the “Corrosive” label (see Figure 7) and with the “Package Orientation” label (see Figure 8).

**Figure 3. Example of Spillable Wet Battery**

**Figure 4. Example of Insulation of Wheelchair Battery Terminals**

## WHEELCHAIR / MOBILTY AIDS WITH LITHIUM BATTERIES

The check-in specialist / ground handling agent must verify:

(a) the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container;

(b) the battery is either:

1. adequately protected against damage by the design of the mobility aid and securely attached to the wheelchair or mobility aid. The electrical circuits must be isolated following the manufacturer's instructions; or
2. removed from the mobilty aid following the manufacturer's instructions and must be marked "BATTERY WITH WHEELCHAIR" or "BATTERY WITH MOBILITY AID" (see Figure 6). Each battery removed from the mobility aid must not exceed 300 Wh.
3. a passenger may carry a maximum of **one spare lithium-ion battery not exceeding 300 Wh** or **two spare batteries each not exceeding 160 Wh**.

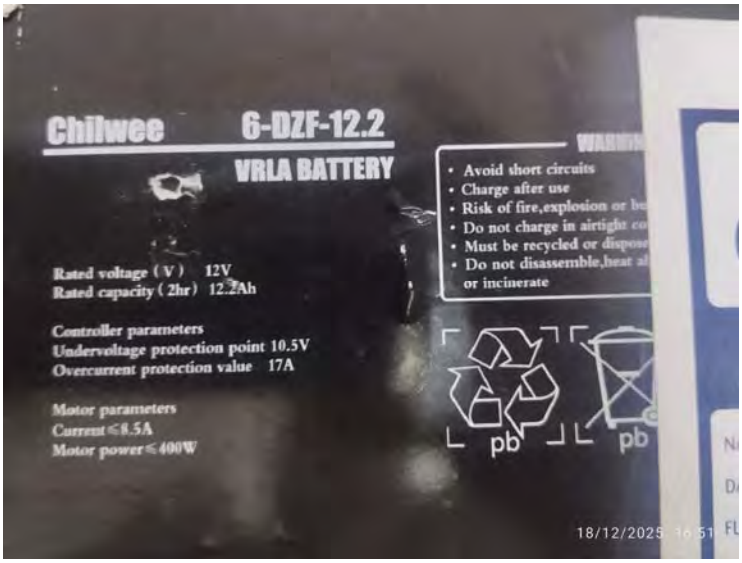




**Figure 5. Examples of Lithium Ion Batteries**

The check-in specialist / ground handling agent must ensure that any battery removed from the mobility aid and any spare battery is carried in the passenger cabin. The removed or spare batteries must be protected from damage (e.g. by placing each battery in a protective pouch or special container).

# HAZARD LABELS AND TAGS FOR CARRIAGE WHEELCHAIRS

When transporting wheelchairs powered by spillable batteries, the packaging used for the batteries must be marked with the appropriate labels: “BATTERY WITH WHEELCHAIR” or “BATTERY WITH MOBILITY AID” (Figure 6), and fitted with the “Corrosive” hazard label (Figure 7) and the “Package Orientation” handling label (Figure 8).

The “BATTERY WITH WHEELCHAIR” or “BATTERY WITH MOBILITY AID” label may be used to indicate whether the battery has been removed from the wheelchair or mobility aid. The label consists of two parts: Part A remains attached to the wheelchair and indicates whether the battery has been removed or not. In cases where the battery has been removed from the wheelchair, Part B may be used to identify the battery and establish correspondence between the battery and the wheelchair.

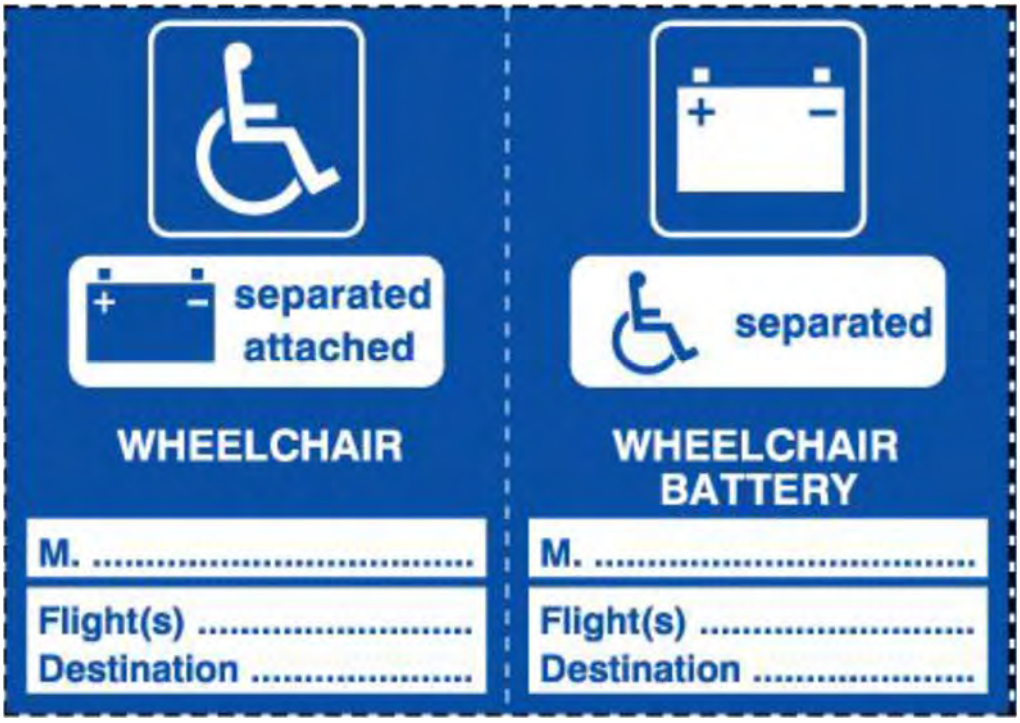



**Figure 6. Battery-powered Wheelchair and Mobility Aid Label**


**Figure 7. Corrosive label**

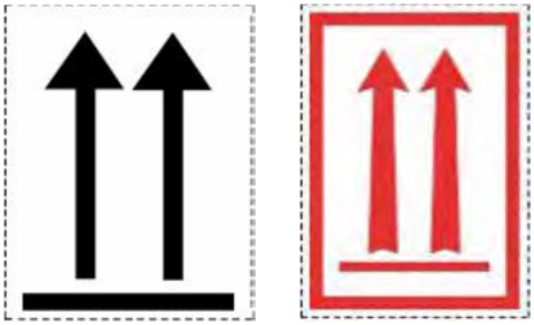


**Figure 8. Package Orientation Labels**


**Figure 9. "BATTERY WITH WHEELCHAIR" or "BATTERY WITH MOBILITY AID" label**

# PROCEDURE FOR LOADING AND UNLOADING WHEELCHAIRS ON AIRCRAFT

Wheelchairs (mobility aids) shall always be secured in accordance with Parts 2 and 8 of the Ground Operations and Cargo Handling Manual, as well as the IATA DGR.

Wheelchairs may be secured in the cargo compartment by two methods:

- ✓ by loading into Unit Load Devices (ULDs);
- ✓ by bulk loading.

**In all cases, wheelchairs / mobility aids must be loaded last and unloaded first in order to ensure their timely delivery to the passenger.**

**When loading/unloading wheelchairs and mobility aids powered by batteries, the following requirements shall be observed:**

1. Loading/unloading must be performed in a manner that prevents unintentional activation during transport, and the battery terminals shall be protected against short circuits;
2. The battery shall either be adequately protected against damage by the design of the mobility aid and securely attached to the wheelchair/device with electrical circuits isolated in accordance with the manufacturer's instructions, or removed from the mobility aid in accordance with the manufacturer's instructions.

3. The wheelchair/mobility aid shall not roll unintentionally while being moved on the belt loader in an upright position. If it is necessary to place the wheelchair on its side, passenger consent must be obtained; the wheelchair may only be placed on the side opposite to the control joystick.
4. The wheelchair/mobility aid shall be secured in the cargo compartment against movement using tie-down straps, ropes, brackets, or other available restraint devices.
5. The wheelchair/mobility aid, including batteries, electrical cables, and control devices, shall be protected from damage, including damage caused by the movement of baggage, mail, and cargo within the aircraft compartment.
6. It is PROHIBITED to load a battery-powered wheelchair/mobility aid together with loose-loaded (bulk) cargo inside a ULD, or to place baggage/cargo on top of the wheelchair/mobility aid when loaded in the aircraft compartment.

**NOTES:**

**When securing/restraining inside the aircraft compartment or inside a ULD:**

- use designated tie-down points;
- keep the mobility aid in an upright position whenever possible;
- secure the wheelchair by the base frame;
- avoid unnecessary tilting;
- disengage freewheel mode and apply brakes (where possible);
- ensure adequate clearance during loading/unloading;
- avoid over-tightening straps and other restraint devices in order to prevent damage to the wheelchair;
- whenever possible, load the wheelchair/mobility aid last.

**SECURING THE MOBILITY AID IN AN AIRCRAFT CONTAINER**

Actions of the Ground Handling Agent:

1. Place the mobility aid upright into the aircraft container.
2. Engage the drive system of the mobility aid.
3. Ensure mobility aid brakes are engaged if available.
4. If there is more than one mobility aid inside the container, ensure the mobility aids can be secured without touching each other or the sides of the container. This will help prevent damage to the mobility aids or the container.
5. Secure all mobility aids inside the container using straps and internal tie-down points of the container or follow airline guidance for proper securing techniques19.
6. Load the aircraft container in the aircraft closest to the aircraft cargo door for quick unloading at destination airport.

**NOTES:**

- ✓ Over securing (tightening straps too tight) can result in mobility aid damage.
- ✓ If any difficulty is encountered while loading or securing the mobility aid in the container, contact a supervisor for next steps.
- ✓ If the mobility aid cannot be loaded in the container, contact a representative and passenger to determine alternatives.

- ✓ It is prohibited to load any other commodities inside the container with a mobility aid.
- ✓ Load the container containing the mobility aid into the aircraft last. This will facilitate fast unloading at the destination and expedite the return of the mobility aid to the passenger.

**Figure 10. Power chair strapped by the base, alone in the container**

## SECURING THE MOBILITY AID ON AN AIRCRAFT PALLET

Actions of the Ground Handling Agent:

1. Place the mobility aid upright onto the pallet.
2. Engage the drive system of the mobility aid.
3. Ensure mobility aid brakes are engaged if available.
4. If there is more than one mobility aid on the pallet, ensure the mobility aids can be secured without touching each other. This will help prevent damage to the mobility aids or the pallet.
5. Secure all mobility aid(s) on the aircraft pallet using the compatible aircraft pallet net and/ or restraint straps in accordance with carrier policy.
6. Ensure the mobility aid(s) on the pallet is(are) not touching the adjacent pallet or the aircraft panel. This will help prevent damage to the mobility aids or the aircraft.
7. Load the pallet onto the aircraft closest to the aircraft cargo door for quick unload at destination airport.

**NOTES:**

- ✓ When aircraft pallet net is served as primary restraint, restraint straps may be used as supplemental restraint per carrier policy in order to stabilize the mobility aid and/or prevent it from shifting.
- ✓ Over securing (tightening straps too tight) can result in mobility aid damage.

- ✓ If any difficulty is encountered while loading or securing the mobility aid in the ULD pallet, contact a supervisor for next steps.
- ✓ If the mobility aid cannot be loaded, notify the representative of airline and the passenger to determine alternatives.
- ✓ It is PROHIBITED to load any other commodities on a pallet with a mobility aid.
- ✓ Load the aircraft pallet containing the mobility aid into the aircraft last. This will facilitate fast unloading at the destination and expedite the return of the mobility aid to the passenger.

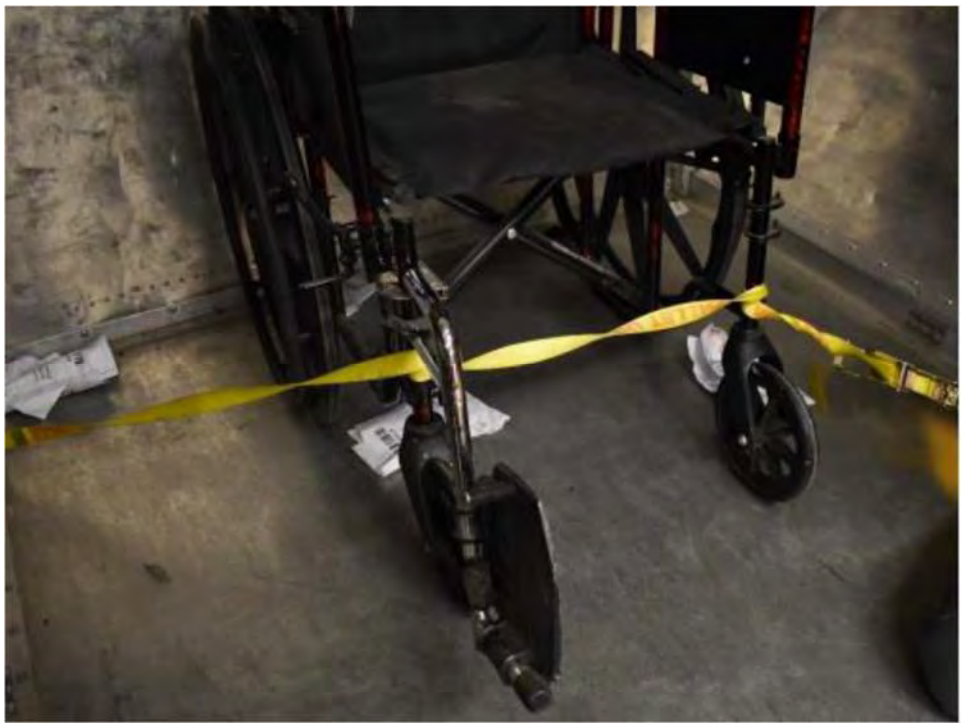


**Figure 11. Securing the Mobility Aid Using Straps**

## BULK-LOADED MOBILITY AID

Where it is not possible to load the mobility aid in ULD, the mobility aid should be loaded and secured in the aircraft bulk cargo compartment as follows:

1. If carrier policy is to use aircraft baggage door shields, ensure that they are in place prior to moving the mobility aid into the aircraft.
2. Engage drive system on the mobility aid.
3. Engage any brakes on the mobility aid.
4. Load the mobility aid in an upright position to avoid damage. Mobility aids are not currently designed for loading/transporting in bulk cargo compartments on their sides.

**NOTES:**

Avoid loading mobility aid on belt loaders with excessive angles to the aircraft cargo door, which may cause the mobility aid to fall, damaging the mobility aid and present risk of injuring ramp personnel.

*Wherever possible, specialized ground service equipment should be deployed to lift the mobility aid from the ramp level up to the belt loader.*


**Figure 12. Examples of Specialized Equipment for Loading Wheelchairs**

5. Raise the mobility aid to the same height as the belt loader and place it onto the rubberized belt portion of the belt loader. This may require disengagement of the motors and brakes.
6. If specialized equipment is unavailable, ensure that an adequate number of qualified ramp personnel agents are present to perform a manual lift of the mobility aid.
7. Place the mobility aid on the rubberized portion of the belt loader.
8. Ensure the mobility aid is properly centered on the belt, and that the path of travel on the belt for the mobility aid is clear.
9. Validate that the brakes are set, and the drive system is engaged prior to turning on the belt.
10. Engage the belt to move the mobility aid to the aircraft door, monitor for any potential shift of the mobility aid.
11. If the mobility aid gets caught or otherwise loses its centered position on the belt, **STOP** the belt.
12. Reposition the mobility aid, remove obstacles and re-center the mobility aid on the rubberized portion of the belt.
13. Slow or stop the belt as needed to prevent unintended movement of the mobility aid.
14. If it becomes clear that the mobility aid will NOT fit into the aircraft cargo compartment, **STOP** the belt; then

- ✓ Inform the passenger and the representative of airline about the situation;
- ✓ Offload the mobility aid from the belt loader;
- ✓ Continue loading other commodities as necessary.

15. Avoid tipping or tilting the mobility aid, in accordance with carrier policy, to prevent damage to the mobility aid and injury to ground staff.

- ✓ If a mobility aid has to be tipped to get through the cargo door, care should be given that the drive system is not disengaged.
- ✓ If it is necessary to place the mobility aid on its side, don't place it on its side, where the controller or joystick is located.

16. Position the mobility aid inside the cargo compartment of the aircraft so that it can be secured:

- ✓ The mobility aid should not come into contact with the aircraft cargo door frame while being loaded or unloaded as this may cause damage to the mobility aid and/or aircraft.
- ✓ When moving the mobility aid inside the cargo compartment, freewheel mode must be engaged and the brakes released, otherwise the drive mechanism will be damaged.
- ✓ Once in place:
  - — Ensure the mobility aid has its motors engaged and is not in freewheel mode.
  - — Ensure any brakes are set prior to moving the mobility aid into the cargo hold.
  - — Put the mobility aid into freewheel mode if needed to position the mobility aid inside the aircraft.
  - — Ensure the mobility aid wheels are oriented in the direction of aircraft travel (e.g: forward or rear facing).

17. Prior to securing, evaluate the mobility aid for any damage. If any damage is identified, notify a supervisor and inform the passenger immediately per carrier policy.
18. It is PROHIBITED to place baggage or other commodities on top of a mobility aid.
19. Secure the mobility aid using procedures from the securing section of this manual.

**NOTES:**

Hand-lifting of large, heavy mobility aids by ramp personnel teams is discouraged and far more likely to cause damage to the mobility aid or injury to the ramp personnel.

Prevent mobility aid from bumping into or getting caught on any portion of the belt loader or aircraft before engaging the belt, as this may cause the mobility aid to pivot/fall off from the belt loader during movement.

**Head of Standards and Aircraft, Cargo and Passenger's Ground Handling Compliance Department** **A. Gataulin**

**Appendix 1**

## SPECIAL PROVISIONS OF IATA DGR

**A67** Wet cell batteries can be considered as non-spillable provided that they are capable of withstanding the vibration and pressure differential tests given below, without leakage of battery fluid.

**Vibration test:** The battery is rigidly clamped to the platform of a vibration machine and a simple harmonic motion having an amplitude of 0.8 mm (1.6 mm maximum total excursion) is applied. The frequency is varied at the rate of 1 Hz/min between the limits of 10 z to 55 Hz.

The entire range of frequencies and return is traversed in 95 + 5 minutes for each mounting position (direction of vibration) of the battery. The battery must be tested in three mutually perpendicular positions (to include testing with fill openings and vents, if any, in an inverted position) for equal time periods.

**Pressure differential test:** Following the vibration test, the battery is stored for six hours at 24°C t4°C while subjected to a pressure differential of at least 88 kPa. The battery must be tested in three mutually perpendicular positions (to include testing with fill openings and vents, if any, in an inverted position) for at least six hours in each position.

***Note:***

*Non-spillable type batteries which are an integral part of, and necessary for the operation of, mechanical or electronic equipment must be securely fastened in the battery holder on the equipment and protected in such a manner so as to prevent damage and short circuits.*

Non-spillable batteries are not subject to the IATA DGR when carried as cargo if, at a temperature of 55°C, the electrolyte will not flow from a ruptured or cracked case. The battery must not contain any free or unabsorbed liquid. Any electrical battery or battery powered device, equipment or vehicle must be prepared for transport so as to prevent:

(a) a short circuit (e.g. in the case of batteries, by the effective insulation of exposed terminals; or in the case of equipment, by disconnection of the battery and protection of exposed terminals); and
(b) unintentional activation

**A123** This entry applies to Batteries, electric storage, not otherwise listed in Subsection 4.2-List of Dangerous Goods. Examples of such batteries are: alkali-manganese, zinc-carbon and nickel-cadmium batteries. Any electrical battery or battery powered device, equipment or vehicle must be prepared for transport so as to prevent:

(a) a short-circuit (e.g. in the case of batteries, by the effective insulation of exposed terminals; or, in the case of equipment, by disconnection of the battery and protection of exposed terminals); and
(b) unintentional activation.

Devices such as radio frequency identification (RFID) tags, watches and temperature loggers, which are not capable of generating a dangerous evolution of heat, may be transported when intentionally active. When active, these devices must meet defined standards for electromagnetic radiation to ensure that the operation of the device does not interfere with aircraft systems. The

devices must not be capable of emitting disturbing signals (such as buzzing alarms, strobe lights, etc.) during transport.

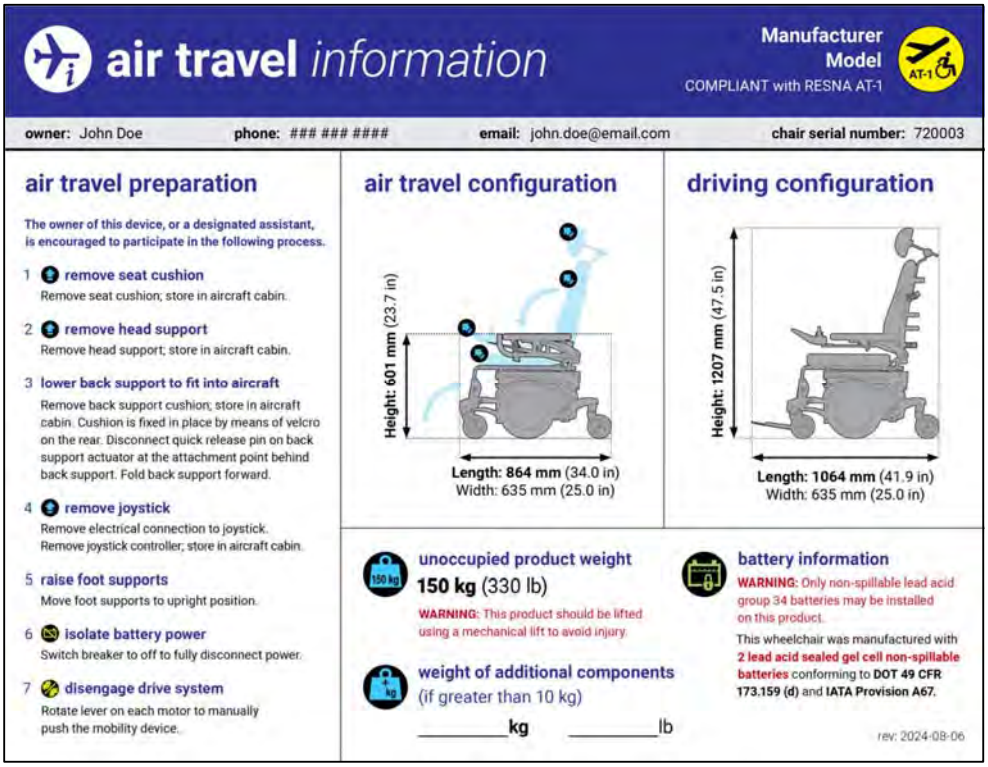
**A199** Nickel-metal hydride batteries or nickel-metal hydride battery-powered devices, equipment or vehicles are not subject to these Regulations provided they are prepared for transport so as to prevent:

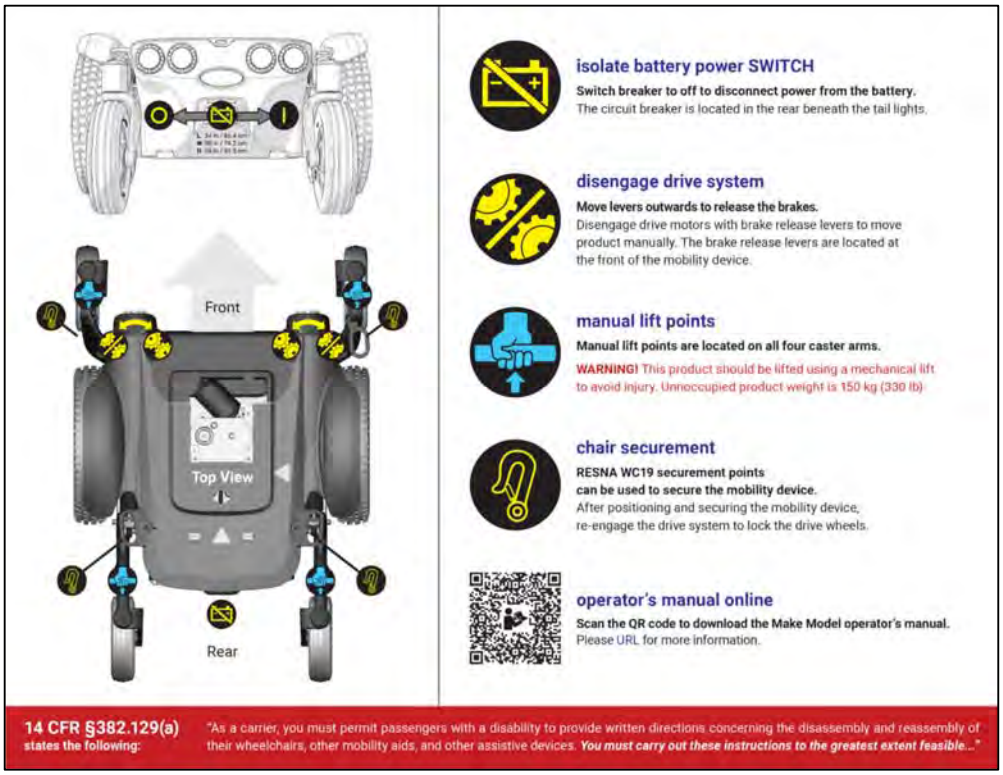
(a) a short circuit (e.g. in the case of batteries, by the effective insulation of exposed terminals; or, in the case of equipment, by disconnection of the battery and protection of exposed terminals); and
(b) unintentional activation.

Devices such as radio frequency identification (RFID tags, watches and temperature loggers, which are not capable of generating a dangerous evolution of heat, may be transported when intentionally active. When active, these devices must meet defined standards for electromagnetic radiation to ensure that the operation of the device does not interfere with aircraft systems. The devices must not be capable of emitting disturbing signals (such as buzzing alarms, strobe lights, etc.) during transport.

**Appendix 2**

## Examples of Information Cards for the carriage of wheelchairs or mobility aids (in accordance with RESNA – Rehabilitation Engineering and Assistive Technology Society of North America)



# air travel *information*

Manufacturer
Model
NOT compliant with RESNA AT-1

owner: John Doe | phone: 123 456 7890 | email: john.doe@email.com | chair serial number: 7200003

**The owner of this device, or a designated assistant, is encouraged to participate in the following process.**

1 **remove seat cushion** (user)
Remove seat cushion; store in aircraft cabin.

2 **remove head support** (user)
Remove head support; store in aircraft cabin.

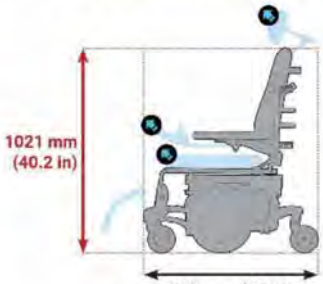
3 **remove joystick** (user)
Remove joystick controller; store in aircraft cabin.

4 **raise foot supports**
Move foot supports to upright position.

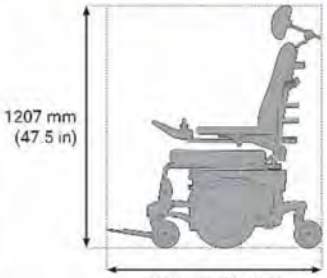
5 **isolate battery power**
Lift seat frame backwards to access battery box. Disconnect the 2 pin Anderson connectors from each battery to fully disconnect power. **See back page.**

6 **disengage drive system**
If the joystick controller is not removed, first shut off power using the control panel.
To manually push the device, rotate lever on each motor to release brakes.

## air travel configuration




## driving configuration




### unoccupied product weight

**150 kg** (330 lb)

**WARNING:** This product should be lifted using a mechanical lift to avoid injury.

### weight of additional components

(if greater than 10 kg)

12 **kg** ( 26.5 lb)

### battery information

**WARNING:** Only sealed lead acid group 34 batteries may be installed on this product.

This wheelchair was manufactured with **2 lead acid sealed gel cell non-spillable batteries** conforming to **DOT CFR 173.159 (d)** and **IATA Provision A67.**

rev: 2022-11-30

# air travel *information*

Manufacturer
Model
COMPLIANT with RESNA AT-1

owner: John Doe | phone: 123 456 7890 | email: john.doe@email.com | chair serial number: 7801034

**The owner of this device, or a designated assistant, is encouraged to participate in the following process.**

1 **remove key**
Store key in bag attached to tiller.

2 **remove front basket**
Store in aircraft cabin.

3 **fold and remove seat**
(if required for height clearance)

4 **lock tiller in straight position**
Push tiller lock knob in and turn it clockwise 90 degrees. The front wheel must face forward in order to lock the tiller.

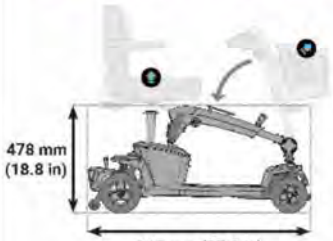
6 **fold tiller down**
Fold tiller down to folded position resting on seat.

7 **secure tiller in place**

8 **isolate battery power**
Switch breaker to off to fully disconnect power.

7 **disengage drive system**
Push lever on each motor forward to release the brakes, enabling the chair to be manually pushed.

## air travel configuration




## driving configuration


### unoccupied product weight
**52.7 kg** (116 lb)

**WARNING:** This product should be lifted using a mechanical lift to avoid injury.

### weight of additional components
(if greater than 10 kg)

11 **kg** ( 24.3 lb)

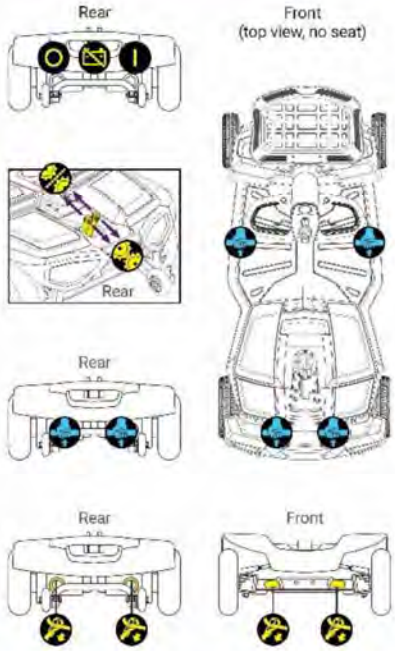
### battery information

**WARNING:** Only sealed AGM or Gel-Cell type lead acid batteries may be installed on this product.

This wheelchair was manufactured with **2 lead acid sealed gel cell non-spillable batteries** conforming to **DOT CFR 173.159 (d)** and **IATA Provision A67.**

rev: 2022-11-30

## important air travel feature locations




### isolate battery power
The circuit breaker is located on the top of the battery pack. It also acts as a battery isolator and is controlled via the lever located inside the hole at the top of the battey pack.
**Switch breaker to off to disconnect power from the battery.**

### disengage drive system
Disengage drive wheels with brake release levers to move product manually. The brake release levers are located at the rear of the scooter.
**Move levers forward to release the brakes.**

### manual lift points
**WARNING!** This product should be lifted using a mechanical lift to avoid injury. Unnoccupied product weight is 52.7 kg (116 lb).
**Side lifting points are located at the middle edges of the foot plate.**
**Rear lifting points are located near the motors and the anti-tip wheels**
**Use securement points when lifting mechanically.**

### chair securement
Re-engage the drive system to lock the device. Use cargo straps with or without the use of securement straps attached to the designated transit eye locations at the front and rear of the chair. The rear anchor points should be placed directly behind the rear securement points. The front anchor points should be placed wider than the scooter to provide incrased lateral stability.
**Attach fastening straps to marked securement points ONLY.**

### user operator manual online
**Scan the QR code to visit the RESNA ATAT webpage.** The make and model of wheelchair selected to draft this prototype of an air travel configuration card was modified for illustration purposes and does not represent a specific device. Some data was obtained from a sample user operator manual and specification sheet that was available online. Other values are estimated. The manufacturer of the product illustrated has not reviewed or approved this information.

**14 CFR §382.129(a):** "As a carrier, you must permit passengers with a disability to provide written directions concerning the disassembly and reassembly of their wheelchairs, other mobility aids, and other assistive devices. ***You must carry out these instructions to the greatest extent feasible...***"

# air travel *information*

Manufacturer
Model
COMPLIANT with RESNA AT-1

**owner:** John Doe **phone:** ### ### #### **email:** john.doe@email.com **chair serial number:** 720003

**The owner of this device, or a designated assistant, is encouraged to participate in the following process.**

1 **remove seat cushion**

Remove seat cushion; store in aircraft overhead bin.

2 **fold and secure back support forward**

Pull the release cord beneath the back support to rotate the back support forward until the back support locks in the folded position. Store in aircraft cabin overhead bin or closet.

**WARNING!** When reconfiguring the chair in the driving configuration, ensure that the back support is fully locked in the proper position to prevent release of the back support and rearward tipping, which can result in injury or death.

3 **remove rear wheels**

Remove rear wheels; store in aircraft overhead bin.

Remove the rear wheels by carefully performing the following steps:

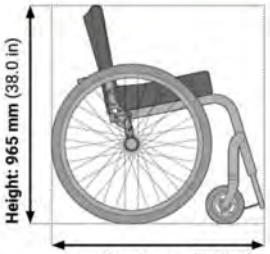
1. Depress the quick-release button fully.
2. Remove wheel by sliding axle completely out of camber plug.
3. Repeat steps for opposite wheel.

**NOTE:** When reattaching wheels, the axle is not locked until the quick-release buttton pops out fully. Always check to ensure that each axle is locked and secure by pulling on the wheel in the direction of the axle.

## air travel configuration


**Length: 841 mm** (33.1 in)
Width: 635 mm (25.0 in)

## driving configuration




**Length: 940 mm** (37.0 in)
Width: 635 mm (25.0 in)

### unoccupied product weight

**6.4 kg** (14 lb)

### weight of additional components

(if greater than 10 kg)

_____**kg** _____lb

### important information

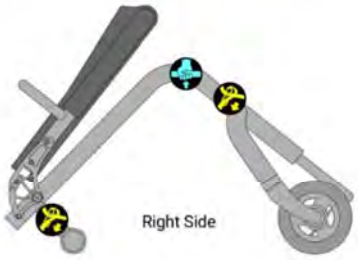
Ensure all detachable components **(highlighted yellow)** are properly secured before use.

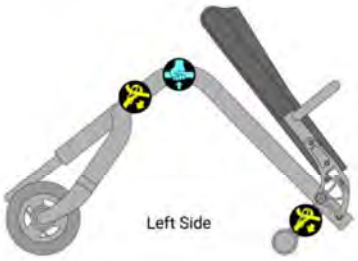
**WARNING!** This chair is not to be used unless all detachable components have been checked for securement. Failure to check detachable parts could lead to failure of the device during use, causing a fall and resulting in injury or death.

rev: 2024-08-06

## important air travel feature locations

model side views




Both sides of the wheelchair in the Air Travel Configuration have been shown to illustrate the manual lifting points and the securement points along the non-detachable parts of the frame.

### manual lift points

**WARNING!** Do not lift the wheelchair while occuppied. Lifting the wheelchair while the user is seated in the chair could lead to back injury or imbalance and tipping, resulting in injury or death.

**WARNING!** Do not lift this wheelchair by grasping the Back Support Release Cord or footrest or any other detachable element of the device. Detachable elements may not bear the weight of the device and may detach, leading to unexpected swinging or dropping, which could result in damage or injury to others.

Proper lifting technique should be maintained by keeping knees slightly bent and back upright.

Designated manual lifting points are located on non-detachable areas of the main frame. Failure to lift the device using the designated manual lift points may lead to dropping and accidental damage to the device or injury to others.

**Manual lift points are located in front of seat above front caster arms and on the main frame adjacent to seat cushion, near back support pivot point.**

### chair securement

**WARNING!** This chair is not designed to be occuppied during transit. Move rider to an approved vehicle seat. Occupying the seat while in transit could cause the rider to be thrown from the chair in the event of a sudden stop, resulting in injury or death.

Attach the cargo straps (with or without the use of securement straps) to the designated securement points marked on the chair.

### operator's manual online

**Scan the QR code to download the Make Model operator's manual.**
Please URL for more information.

**14 CFR §382.129(a):** "As a carrier, you must permit passengers with a disability to provide written directions concerning the disassembly and reassembly of their wheelchairs, other mobility aids, and other assistive devices. ***You must carry out these instructions to the greatest extent feasible...***"