



READ AND SIGN

Revision: 0 | Issued: 12.03.2026

LFI: Correct Handling Procedure for EMA with Lithium Ion Battery

Dear all,

During the boarding of a recent easyJet flight, a Passenger with Reduced Mobility (PRM) arrived at the gate with an Electric Mobility Aid (EMA) powered by a 300 Wh lithium-ion battery. The passenger informed the gate agents that the battery could not be removed from the mobility aid. During the assessment of the device, the Dangerous Goods Regulations related to lithium-ion batteries installed in mobility aids were interpreted in a way that led to the conclusion that the EMA with a 300 Wh installed battery could not be transported in the aircraft hold. Due to this uncertainty, the situation was escalated to the cabin crew and subsequently to the captain. Following a discussion and review of the available information, the decision was made to transport the mobility aid in the aircraft cabin by placing it in the aft lavatory in order to allow the PRM passenger to travel on the flight. This was not the standard handling method for this type of mobility aid, as it could have been transported in the aircraft cargo compartment with the lithium-ion battery remaining installed in the device.

CORRECT HANDLING PROCEDURE FOR EMA WITH LITHIUM-ION BATTERY

1. If the lithium-ion battery is removed:

- Any battery removed from the mobility aid and any spare batteries must be protected from damage (e.g. by placing each battery in a protective pouch) and the battery terminals protected from short circuit (by insulating the terminals, e.g. by taping over exposed terminals).
- A removed battery must not exceed 300 Wh. In addition, one spare not exceeding 300 Wh or two spares not exceeding 160 Wh are permitted.
- Lithium-ion battery removed from the mobility aid and any spare batteries must be carried in the passenger cabin by the passenger.
- Pilot-in-command must be informed of the location of any removed and spare lithium-ion batteries.

2. If the lithium-ion battery is not removed:

- The mobility aid is transported in the aircraft hold.
- The battery remains installed in the device, is securely attached, and is protected against damage by the design.
- The mobility aid must be protected against accidental activation.
- Battery terminals must be protected from short circuit.
- There is no watt-hour limit in this case.

KEY LEARNING POINTS

1. Do not rely solely on Table 2.3.A when it comes to EMA acceptance

Table 2.3.A refers to passenger portable electronic devices and spare batteries, not mobility aids. Mobility aids have separate provisions in the DGR. Always refer to and follow our local operating procedure outlined in *LOP_MUC_U2/EC002_Acceptance of Electric Mobility Aids* (accessible in AvBIS library) and escalate to Supervisor on Duty in a timely manner.

2. Lithium-ion batteries are high-risk DG – but permitted when handled correctly

Lithium-ion batteries are considered a safety hazard, which can influence operational decisions. However, they are permitted for transport when the correct procedures are followed.

3. Installed lithium-ion batteries are allowed in the aircraft hold

Lithium-ion battery can remain installed if the design of the wheelchair/mobility aid can provide adequate protection to the batter(ies) and is securely attached. The EMA with installed battery is loaded in the aircraft hold, provided applicable safety precautions are taken.

Thank you for your commitment to safe and compliant operations!

Kind regards,

Sergo Eliava