

過去、FAA によるリチウムバッテリーの様々な試験結果を基に、リチウムメタルバッテリーの旅客便での輸送は米国航空会社では禁止してきた。しかしながら、リチウムイオンバッテリーは対象外であった。ところが、2014 年に行われた FAA の新たな試験結果では、ハロン消火剤が噴出される前にリチウムイオンバッテリーの火災で爆発が起こる事が確認された。これを受け、現在 FAA やボーイングやエアバスなど、様々なところで検証中であるが、この度 2014 年 12 月 1 日をもって、ユナイテッド航空はリチウムイオンバッテリーのバルク搭載は全ての便で搭載禁止とする事を決定した。



## Central Air Safety Committee Update

December 1, 2014

### Important Information Regarding Lithium Ion Battery Shipments

*The following is from Central Air Safety Committee Chairman Captain Bob Sisk.*

The FAA has conducted a number of real-world tests on the safety of carrying lithium batteries in cargo compartments. Some of these tests resulted in the prohibition of carrying lithium metal batteries on any U.S. passenger aircraft. Lithium ion batteries, however, were allowed.

Previously, lithium ion bulk battery shipments were tested by overheating one and then allowing the heat and resulting fire to propagate to surrounding batteries. In this testing, Halon proved to be effective against this type of hazard, and so the regulations allowed us to carry them.

In April, however, a completely new test was conducted essentially doing the same thing but inside a typical cargo container. A cargo-carrying airline wanted to test and eventually certify a system where Halon was discharged inside a cargo container, in addition to that inside the cargo compartment, to better combat this type of hazard. 40 minutes into the test, before the Halon was released, the container unexpectedly exploded. The test was repeated months later with an earlier trigger on the Halon release, but the results were remarkably similar.

It appears that the gases given off by the burning batteries are concentrated inside a cargo container, and when a certain critical point is met, an explosion occurs. In flight, this would likely be survivable, but the pressure created by the explosion would open the relief valves for the cargo compartment, and dump any fire suppression chemical already in the compartment or subsequently pumped into it directly overboard. The fire that started with the batteries could then continue and spread unabated.

ALPA Safety brought this new information to United Safety and Flight Operations. ALPA

Dangerous Goods (DG) representatives met with United, Airbus, and Boeing DG representatives. Together, we were able to assist in quickly getting the message to the right people and convincing them of the need to change the practice of how we carry these batteries.

I am pleased to announce that as of today, December 1, 2014, United has prohibited accepting or transporting bulk shipments of lithium ion batteries inside cargo containers on our aircraft.

To be clear, we are still allowed to carry properly packaged and documented lithium ion battery shipments inside cargo compartments, but as of today, they may not be in cargo containers.

Also, we can still carry lithium ion batteries that are installed inside "using" components (such as a computer or cell phone) as testing has only shown the bulk shipments (only batteries, not inside electronics) to have this high of a risk.

We appreciate United Aviation Safety pushing this, and for them and Flight Operations helping convince the right people in our Cargo Division to make this very important change to the way we transport lithium ion batteries. This was a collaborative effort that has resulted in a much safer operation for all of us.

Fly safe.