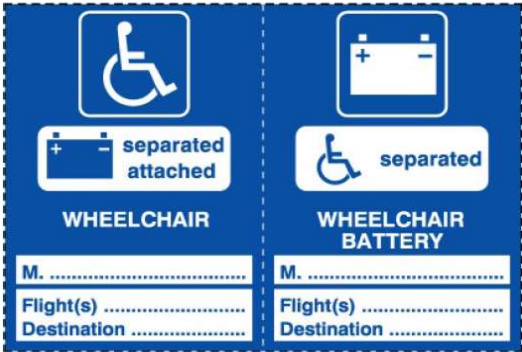
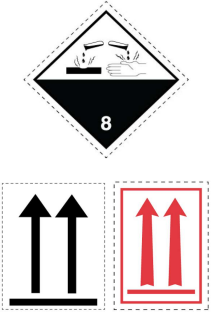


Type of Batteries-Powered Mobility Aids	Non-spillable Wet	Nickel-metal Hydride	Dry Batteries	Spillable Batteries	Lithium Ion Batteries
Battery Requirement	Wet cell batteries can be considered as non-spillable provided that they are capable of withstanding the vibration and pressure differential tests described in IATA DGR without leakage of battery fluid	Nickel-metal hydride batteries having the potential of a dangerous evolution of heat are allowed if they are prepared for transport to prevent: -a short circuit -unintentional activation	Dry batteries or any battery-powered devices, equipment or vehicles having the potential of a dangerous evolution of heat must be prepared for transport to prevent: -a short circuit -unintentional activation	Filled with spill-resistant vent caps (if feasible)	UN 38.3 tested
Battery to be Remained / Removed	Can remain or can be removed, if it is specifically designed to allow being removed			Can remain if loaded in upright position. If not, the battery needs to be removed	Can remain or can be removed, if it is specifically designed to allow being removed (maximum capacity of each removed battery can not exceed 300Wh)
Number of Spare Batteries Permitted (in addition to the removed batteries, if applicable)	1	2	2	None	1 battery <u>no more than 300 Wh</u> or 2 batteries, <u>each of no more than 160 Wh</u> (Not applicable when batteries remain in device)
Packing Requirement for Battery	Strong, rigid packaging			Strong, rigid and leak tight packaging filled with absorbent material sufficient to absorb their total liquid contents	Protected from damage e.g. by placing each battery in protective pouch
Basic Marking & Labeling Requirement (Mandatory)					
Additional Marking & Labeling Requirement (Mandatory)	None				None
Loading Location of Spare & Removed Batteries	Cargo compartment			Passenger cabin	
Notification to Pilot-in-Command	YES				
Damage	Batteries can <b>NOT</b> be damaged				