



# Australian Government

---

## Civil Aviation Safety Authority

Instrument number CASA 75/24

I, JOANNA CLAIRE SEABROOK, Acting National Manager Regulatory Services, Regulatory Oversight Division, a delegate of CASA, make this instrument under section 23 of the *Civil Aviation Act 1988*.

### [Signed J. Seabrook]

Joanna Seabrook  
Acting National Manager Regulatory Services  
Regulatory Oversight Division

19 December 2024

### CASA 75/24 — Dangerous Goods (Mobility Aid Lithium Ion Battery) Instrument 2024

---

#### 1 Name

This instrument is *CASA 75/24 — Dangerous Goods (Mobility Aid Lithium Ion Battery) Instrument 2024*.

#### 2 Duration

This instrument:

- (a) commences on 1 January 2025; and
- (b) is repealed at the end of 31 December 2026.

#### 3 Definitions

*Note* In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988*. These include: *AOC* and *Australian territory*.

In this instrument:

*Act* means the *Civil Aviation Act 1988*.

*battery* means a lithium ion battery with a watt-hour rating of more than 300 watt-hours.

*Note* The type of battery mentioned in this definition is specified in the Dangerous Goods List contained in the Technical Instructions.

*carry-on baggage* has the meaning given by Part 1 of the CASR Dictionary.

*CASR* means the *Civil Aviation Safety Regulations 1998*.

*relevant Australian aircraft* means an Australian aircraft registered under Part 47 of CASR, which is operated by the holder of an AOC.

*relevant passenger*, for a flight of a relevant Australian aircraft within Australian territory, means a passenger for the flight who, because of a

disability, the passenger's health or age, or a temporary mobility problem, relies on a mobility aid for mobility.

*Example* A wheelchair is a type of mobility aid.

**Technical Instructions** has the meaning given by subregulation 92.010(1) of CASR.

#### **4 Application**

This instrument applies if:

- (a) a relevant passenger, for a flight of a relevant Australian aircraft within Australian territory, wishes to carry a battery on board the aircraft as carry-on baggage for the flight; and
- (b) the battery is usually fitted to, and powers, the passenger's mobility aid carried on the flight; and
- (c) the aircraft's operator has determined the battery terminals cannot be adequately protected from short circuits, or the battery cannot be adequately protected from damage, if the battery remains fitted to the mobility aid during the flight.

#### **5 Permissions**

- (1) For paragraphs 23(2)(b) and (2A)(b) of the Act, the relevant passenger is permitted to carry the battery on board the aircraft as carry-on baggage for the flight.
- (2) For paragraphs 23(1)(b), (2)(b) and (2A)(b) of the Act, the aircraft and aircraft's operator are permitted to carry the battery in the aircraft's cabin during the flight.
- (3) The permissions are subject to the conditions stated in Schedule 1.

*Note 1* Under subregulation 92.025(2) of CASR, it is a condition of the carriage of dangerous goods on an aircraft that the operator of the aircraft complies with the requirements of the Technical Instructions stated in that subregulation.

*Note 2* Under subregulation 92.030(2) of CASR, subject to subregulation 92.030(3) of CASR, it is a condition of the carriage of dangerous goods on an aircraft by a passenger that the passenger complies with the requirements of the Technical Instructions stated in subregulation (2).

#### **Schedule 1 Conditions**

- 1 The operator must conduct a risk assessment in relation to the proposed carriage of the battery in the aircraft's cabin during the flight, and provide a copy of the risk assessment document to CASA on request.
- 2 The operator must have given its written approval for the battery to be carried on board the aircraft as carry-on baggage for the flight.
- 3 The relevant passenger must declare the battery to the operator's check-in staff at the airport before the flight.
- 4 The operator must ensure that the battery, immediately before being brought onto the aircraft, is inspected by the operator's personnel, and found to be free from visible leaks or damage.
- 5 The operator must ensure that the battery is secured in the aircraft's cabin, during the flight, in a way that prevents any movement in flight that would change the battery's orientation or cause damage to the battery.