

GLOBAL OPERATIONS BULLETIN

Released by: Department of Global Operations
Applicable to: 7L Offices & HQ; GSA; Interline
Nbr of pages: 2

Bulletin Nbr: VPO-1-18
Effective Date: 12-FEB-2018
Valid until: PERMANENT

Preamble: The number of incidents (including very serious) involving shipments with lithium batteries as well as dangerous and non-dangerous chemical substances has reached an unacceptable level. This Bulletin intends to mitigate a high probability high impact risk associated with transportation of lithium batteries and other dangerous goods by air.

This Bulletin represents the Phase II of the corporate "Safer Cargo Transportation Strategic Initiative" and supersedes (replaces) the Bulletin # VPO-010-2017. The text will be published on the airline web-site as well as in the IATA DGR publication.

Subject: Operator Variations for transportation of dangerous goods.

7L-01. Lithium ion batteries UN3480 and UN3481, packing instructions 965-967 and lithium metal batteries UN3090 and UN3091, packing instructions 968-970 are accepted for carriage as cargo on board of 7L aircraft both under own (501) and interline air waybills with the following conditions:

- a) Lithium ion batteries UN3480 and Lithium metal batteries UN3090 when shipped as either AOG or regular aircraft spare parts. The words "AOG Spare Parts" or "Aircraft Spare Parts" (when not AOG) must be entered in the "Additional Handling Information" on the Shipper's Declaration and in the "Handling Information" or "Nature and Quantity of Goods" on the Air Waybill. Such shipments must comply with Chapter 2.5, Section 2.5.2 of the IATA DGR as well as 7L operator variations;
- b) Lithium batteries as well as consumer electronics, medical and industrial equipment, or household appliances packed with or containing lithium batteries produced by ISO9001-2008(2015) certified manufacturers, whose products also hold one of the following qualification certificates (qualification marks) to ensure conformity with the health, safety and environmental protection standards:
CE (EU), FCC and Energy Star (USA), TÜV (Germany), KS (Korea), JIS (Japan), EAC (CIS), CSA (Canada), JAC-ANZ (Australia & New Zealand).
It is the shipper's responsibility to provide documents that prove the manufacturer's compliance to this requirement. Such shipments may only be accepted for carriage on a non-consolidation basis with a single house air waybill and are subject to the obligatory open-box inspection by 7L station personnel in the presence of the shipper's (agent's) representatives to verify compliance with IATA DGR packing instructions (see also 7L-02).

7L-02. All express courier packages (e-commerce) as well as shipments containing UN3480, UN3481, UN3090, UN3091, all Sections, are not accepted as Shipper Built Units (SBU) and must be delivered for build up loose, unless delivered from the audited and approved customers that concluded long-term contracts with 7L for transportation of cargo containing consumer electronic mobile devices exempted by 7L-01(b). Such shipments must be X-ray screened prior to accepting for carriage on board of 7L aircraft to ensure that their content is in compliance with the applicable national, international and company security regulations.

7L-03. Building up shipments of lithium batteries classified as UN3480, UN3481, UN3090 and UN3091 with any other dangerous goods and non-DG chemical substances (liquids, powders, granules) on the same ULD is prohibited, except for UN1845 (Dry Ice).

7L-04. Non-DG chemical substances (liquids, powders, granules), with the exception of the ready-to-use mass-market consumer products, may be accepted for carriage only if the Material Safety Data Sheet (MSDS) is provided. A shipper's guarantee letter is not accepted.

7L-05. Shipments containing dangerous goods as well as non-DG chemical substances (liquids, powders, granules) shall be delivered early enough to allow sufficient time for the acceptance inspection and document preparation. Classifying such shipments as "Consolidated" in the air waybills is not allowed. Shippers should contact the local 7L sales office to confirm the cut-off time.

7L-06. Shipments containing liquid dangerous goods as well as non-DG chemical substances (liquids, powders, granules) must be packed with combination packaging. Outer packaging shall be strong enough for transportation in case of the necessity to stack up and shall contain sufficient absorbent materials to absorb the entire content (liquid) of all the inner packaging. Single packaging shall not be accepted.

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