



CHAIRMAN'S MESSAGE

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Lithium Batteries Pose a Serious Risk to FedEx Flight Crews Action Is Required Now!

Currently, the FAA Modernization and Reform Act of 2012 contains language preventing the Department of Transportation (DOT) from enacting lithium-battery transport regulations more stringent than ICAO unless extremely restrictive conditions are met. These conditions include findings in an official accident report that lithium batteries “substantially contributed to the initiation or propagation of an onboard fire.”

LITHIUM BATTERIES CALL TO ACTION - CLICK HERE

This act has prevented the FAA and U.S. DOT Pipeline and Hazardous Materials Safety Administration (PHMSA) from instituting important safety measures for the transportation of lithium batteries by air since it is almost impossible to determine with certainty which materials caused the initiation and propagation of a fire in an aircraft accident. We have tried unsuccessfully to have the accident report on the destruction and resulting loss of life of UPS Flight 6 in Dubai to trigger the requirement and allow the DOT to act.

This clause directly violates the principles of Safety Management Systems (SMS), in that it does not allow authorities to be proactive in regulating demonstrated dangers until after an accident has occurred.

LITHIUM BATTERIES CALL TO ACTION - CLICK HERE

There is currently a Call to Action, being coordinated by ALPA Legislative Affairs in collaboration with our FedEx MEC Legislative Affairs effort, to strip the offending language from the current legislation. Every FedEx pilot, and as many concerned citizens as possible, need to write their congressmen to encourage them to pass legislation without the restrictive language. The bill might be considered as early as the end of January 2016, so our participation is needed now. Click on the link below to write your congressmen.

LITHIUM BATTERIES CALL TO ACTION - CLICK HERE

Respectfully,



Charles W. Dyer

Captain Chuck Dyer
FedEx MEC Chairman



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