

# Part-21 Implementation Workshop

## Lithium batteries

26 November 2024

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# Updated applicability for small products

- CS-23 level 4 and CS 27 Cat A – requirements applicable to all\* Lithium batteries installed in the aircraft.
- CS-23 level 3, 2, 1 and CS 27 Non-Cat A – EASA will evaluate the need for using the same approach on a case-by-case basis, based on the risk that the installation could pose to aircraft safety.

N.B: When validation with foreign authorities would be envisaged for CS-23 level 3,2 and 1 and CS-27 Non CAT A, EASA recommends checking potential means of compliance discrepancies related to Lithium batteries.

N.B.2\*:For Very Small coin size RLB or NRLB (equal or less than 2 Watt-hour of energy), an acceptable MoC is showing these batteries compliant with Underwriters Laboratories (UL) 1642, UL 2054 or IEC 62133 respectively.

# Applicability for small products – MoC/SC

Applicability to CS-23 level 4 and CS-27 Cat A:

- RLB: Rechargeable Lithium batteries SC or requirements are now explicitly applicable to all rechargeable Lithium batteries.
  - CS-23 level 4: ASTM F3235-22 is an acceptable MoC with 23.2525 and will be introduced in the next CS-23 Amdt. No CRI needed. ASTM F3235-22 to be quoted in the CP.
  - CS-27 Cat A would request the usage of a dedicated CRI SC's.
- NRLB: Non-rechargeable lithium batteries SC were not applicable.
  - CS-23 level 4: EASA is seeking to have a similar ASTM standard to cope with non-rechargeable batteries as ASTM F3235-22. In the absence of this material, CRI MoC for CS 23.2525 will be raised.
  - CS-27 Cat A would request the usage of a dedicated CRI SC's.

# NRLB MoC update

- **What is EASA's plan on non-rechargeable lithium batteries (NRLB) regarding qualification and means of compliance (MoC) with the NRLB Special Conditions?**
- EASA intends that every single non/rechargeable lithium battery (NRLB) installation shall be compliant with [ETSO C142b](#) or that any installation has to assure qualification level according to MOPS DO-227A or later standards for any project with a date of application after 30 June 2025.
- The entry into force date is based on the safety gain resulting from the installation of NRLBs meeting this MOPS DO-227A standard and the availability of ETSO C142b/DO-227A equipment. EASA highlighted this in March 2022.
- This decision leads to means of compliance (MoC) based on the installation of ETSO C142a/MOPS DO-227 equipment complemented with a risk assessment at A/C level, as MoC with the Special Conditions applicable to NRLB Installations (ref. [SC-F25.1353-01](#)) will not be accepted after **30 June 2025**.

1)

# FAQ Update

1) FAQ in EASA website has been published/updated accordingly.

- What is the EASA approach for rechargeable lithium batteries installation on aircraft types other than CS-25? | EASA
- What is the EASA approach for non-rechargeable lithium batteries (NRLB) installation on aircraft types other than CS-25? | EASA
- What is EASA's plan on non-rechargeable lithium batteries (NRLB) regarding qualification and means of compliance (MoC) with the NRLB Special Conditions? | EASA

# Thanks for your attention

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