



## **SAFETY MEASURES FOR THE USE OF SMART BAGGAGE**

### **1 Purpose**

- 1.1 This Safety Information (SI) is intended to raise awareness among airlines, Ground Handling Service Providers (GHSP) and passengers regarding the use of smart baggage as a mode of transportation in the airport, particularly on the apron.

### **2 Background**

- 2.1 Amid an increasing use of smart baggage designed to function as rideable vehicles (often referred to as “smart ride-on luggage”), airlines and ground handling personnel must ensure that safety standards are upheld, particularly in high-risk zones like the apron. These types of luggage come equipped with electric motors, allowing users to ride them in a manner similar to scooters.

*Note. – As stated in Civil Aviation Directive 14 Vol 1 – Aerodrome Design and Operations, apron means the defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.*

- 2.2 The apron is a complex environment with heavy machinery, moving aircraft, ground service vehicles, and personnel, requiring strict adherence to safety regulations to prevent accidents, collisions, and potential equipment damage.
- 2.3 Given these safety concerns, it is essential to implement and enforce clear safety measures for the usage of smart baggage as rideable vehicles in this area. Doing so will help mitigate risks and ensure a safe operating environment for all personnel and equipment.

### **3 Recommendations**

- 3.1 Prohibition and Restricted Zones of Smart Baggage

Passengers and personnel should be informed that rideable smart baggage is not allowed beyond designated areas, such as terminal concourses and waiting zones. Usage of smart baggage as a vehicle shall not be permitted on the apron under any circumstances, in line with Civil Aviation Directive 14 Vol.1, paragraph 9.7.1 (b), which states: "*A vehicle shall be operated on an apron only as authorised by the appropriate designated authority*" (i.e. Airside Driving Permit and Airside Vehicle Permit). Clear signage should be placed at the entrances to the apron or restricted zones indicating this prohibition.

- 3.2 Smart baggage equipped with electric motors shall be powered off when entering the apron, and battery components must be deactivated. This prevents accidental activation that could cause safety risk to ground handlers.
- 3.3 Ground personnel should be trained to identify rideable smart baggage and know the safety protocols for handling them. Any instance of rideable smart baggage use on the apron shall be immediately reported to airport operator or security personnel. In addition, GHSP shall ensure that all ground staff are aware of the proper procedures for loading, storing, and transporting smart baggage, particularly if it contains lithium batteries or other electrical components that may pose safety risks.
- 3.4 Passenger Education
- a) Pre-Flight Communication: Airlines and airport operators should include warnings about smart baggage usage in pre-flight communications (e.g., ticketing information, announcements) to inform passengers that riding smart baggage is strictly prohibited on the apron and other high-risk zones.
  - b) Signage and Announcements: Airports should have clear signage in place to inform passengers that smart baggage vehicles must not be operated in restricted zones like the apron. Audible announcements and reminders can also be used to reinforce this message.

## 4 Conclusion

- 4.1 While rideable smart baggage offers convenience to passengers, their use poses significant safety risks in restricted areas like the apron. To mitigate the risk of accidents and enhance airport safety, it is essential to strictly prohibit the use of smart baggage in restricted areas, set speed limits in permitted zones, and educate both passengers and ground personnel on safe usage practices.
- 4.2 Compliance with these safety measures is essential to maintaining a secure and efficient environment on the apron. It is recommended that airport operators, airlines and ground handling service providers collaborate to enforce these guidelines and create a safer operational space for all stakeholders involved.



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