

Seychelles Civil Aviation Authority

Safety and Security Regulation Department

Flight Operations and Flight Crew Licensing Inspectorate

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27 May 2026

DANGEROUS GOODS NOTICE

Number: DG/2026/011

Implementation of the Changes to Requirements for Carriage and Use of Power Banks by Aircraft Operators

Dangerous Goods Notices are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material. Dangerous Goods Notices should always be read in conjunction with the relevant regulations.

1. Purpose

On 27th March 2026, the International Civil Aviation Organization (ICAO) introduced an addendum to ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air (Technical Instructions), effective on the same day, regarding power banks. This notice has been developed to assist operators in assessing, managing and implementing the changes imposed by the addendum.

It informs all operators conducting activities in accordance with the requirements of Dangerous Goods Directive – Carriage of Dangerous Goods by Air and ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air on Addendum No. 1 to the 2025-2026 Edition of the Technical Instructions (Doc 9284) applicable from 27th March 2026.

Note: Addendum No. 1 makes changes to Part 1 General, Chapter 2 Limitation of dangerous goods on aircraft and Part 8 Provisions Concerning Passengers and Crew Chapter 1 Provisions for dangerous goods carried by passengers or crew of the Technical Instructions.

2. Applicability

With immediate effect, this notice is applicable to all operators conducting activities in accordance with the requirements of Dangerous Goods Directive – Carriage of Dangerous Goods by Air and ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air. Operators must ensure that the required actions described in this notice are taken within 45 days of the effective date of this notice.

Note: While the addendum has been published, there is still a complexity of interaction with State sovereignty. Operators must therefore interpret not only what the new requirement demands, but also whether it is legally enforceable in their jurisdiction and the jurisdictions of the States that they operate as destinations.

3. References

- ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air
- Addendum No. 1 to the 2025-2026 Edition of the Technical Instructions (Doc 9284)

4. Additional Information/Clarification/Queries

Any queries, requests for guidance/clarification or additional information subsequent to this publication should be addressed to Safety and Security Regulation Dangerous Goods Inspector by mail kjeanne@scaa.sc or by contacting the SCAA Safety and Security Regulations Flight Operations and Personnel Licencing Inspectorate (telephone **4391710**).

5. Effective Date

27th May 2026

6. Cancellation

This Notice will remain in force until revoked or replaced by the Authority.

7. Implementation of the Changes to Requirements for Carriage and Use of Power Banks by Aircraft Operators

7.1 Introduction

7.1.1 On 27th March 2026, the International Civil Aviation Organization (ICAO) introduced an addendum to the Technical Instructions, effective on the same day, regarding power banks. The addendum also has an impact for operators whose crew members use power banks to recharge or power devices in the performance of their duties.

7.1.2 The changes also:

- segregates power banks from spare batteries
- limit passengers (and crew members) to two power banks for personal use
- prohibit passengers recharging the power bank in flight

7.2 Safety Concerns

7.2.1 Power banks are presenting an increasing concern with the threat of thermal runaway and fire risk in aircraft. There are low barriers to manufacturing and a general lack of confidence in global regulatory oversight of non-conforming manufacturers. Anecdotal reporting from engagement with non-conforming manufacturers is that they are meeting a demand in the market for cheap products and the lack of conformance with UN 38.3 test standards is for the new owners (whether they are a wholesaler, retailer or final consumer) to consider when travelling with or putting those batteries into transport. It is not a consumer product safety standard.

7.2.2 Wireless power banks, which recharge another device through an electro-magnetic induction process are an emerging concern. As a recent innovation, they are susceptible to being counterfeited or mass produced without proper quality management/assurance programs or evidence of testing to and compliance with UN 38.3 tests. There is no physical connection between the power bank and the device (usually a mobile phone) and several passengers have reported these power banks entering thermal runaway and self-destruction.

7.2.3 Spare batteries are generally designed to physically fit into a piece of equipment; whilst power banks are more often a universal power supply connected via a wire for powering/recharging another device. There is more comfort with spare batteries; which are designed to fit into a piece of equipment; making them less financially attractive for counterfeiting and low-quality production processes.

7.2.4 The Technical Instructions previously treated power banks in the same manner as spare batteries. The addendum effectively separates and differentiates between power banks and spare batteries when being carried by passengers and crew. A separate provision has been made for power banks which are to be used by the crew in flight.

7.3 Dangerous Goods of the Operator – Provision to use Power Banks in Flight.

7.3.1 The addendum makes provision for power banks that are provided, or otherwise approved, by operators which are carried on board the aircraft for use in flight, in the performance of their duties. Examples of devices that may be powered by these power banks (and spare batteries) include electronic flight bags, personal entertainment devices, credit card readers.

Note: Batteries contained in the device, and any spare batteries and power banks must not exceed 100 Wh.

- 7.3.2 The operator is also required to set out in the appropriate manuals (such as flight operations and cabin crew operations manuals) the conditions on the carriage and usage of these electronic devices, spare batteries and power banks as will enable flight crew, cabin crew and other employees to carry out the functions for which they are responsible.
- 7.3.3 Operators not providing, or authorising the use of, power banks by crew members for operational activities, are not required to amend their procedures beyond stipulating that the provisions regarding power banks for passengers and crew are for personal use and not for the performance of operational duties.
- 7.3.4 Operators must use existing safety management processes when selecting, sourcing and providing power banks to their crew members, or provide guidance on employee-provided power banks, and should review and confirm that the current processes in their manuals continue to be suitable.
- 7.3.5 Operators should identify if crew members use power banks to perform their operational duties and will need to work through their safety risk management processes with a greater focus on:
- ensuring that power banks are sourced from suppliers demonstrating compliance with the UN 38.3;
 - whether to provide a list of approved models,
 - processes and guidance on inspection for damage and deterioration prior to use;
 - storage of spare batteries and power banks when not in use,
 - re-assessment of emergency response procedures to a thermal runaway event, and
 - developing interim crew communication ahead of an operations manual amendment.

7.4 Dangerous Goods Carried by Passengers and Crew for Personal Use – Carriage and Use of Power Banks in Flight

The addendum to the Technical Instructions imposes the following requirements on power banks carried for personal use. The operator must ensure the following:

- Power banks are:
 - individually protected so as to prevent short circuits when not in use **(existing requirement)**;
 - carried as carry-on baggage **(existing requirement)**;
 - not be recharged while onboard the aircraft **(new requirement)**;
 - not be used to recharge a portable electronic device while onboard the aircraft **(new recommendation)**;
 - restricted to no more than two per person **(new requirement)**.

7.5 Required Actions

All aircraft operators must implement the changes documented in the addendum below including amendment of operations manual and training programme for all affected personnel.

Annex A Addendum No. 1 to 2025–2026 Edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284 -AN/905)

TECHNICAL INSTRUCTIONS FOR THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

The following amendment is approved and published by decision of the Council of ICAO and should be incorporated into the 2025–2026 Edition of the Technical Instructions (Doc 9284) with an applicability date of 27 March 2026:

In Part 1, Chapter 2, page 1-2-1:

— paragraph 2.2.1, *replace* sub-paragraph b) with the following:

- b) aerosols, alcoholic beverages, perfumes, colognes, liquefied gas lighters and portable electronic devices containing lithium metal or lithium ion cells or batteries provided that they meet the provisions of 2.2.2 carried aboard an aircraft by the operator for use or sale on the aircraft during the flight or series of flights, but excluding non-refillable gas lighters and those lighters liable to leak when exposed to reduced pressure;

— paragraph 2.2.1, *replace* sub-paragraph e) with the following:

- e) electronic devices, such as electronic flight bags, personal entertainment devices and credit card readers, containing lithium metal or lithium ion cells or batteries and spare lithium batteries for such devices or power banks carried aboard an aircraft by the operator for use on the aircraft during the flight or series of flights, provided that they meet the provisions of 2.2.2. Conditions for the carriage and use of these electronic devices and spare batteries (including power banks) must be provided in the operations manual and/or other appropriate manuals as will enable flight crew, cabin crew and other employees to carry out the functions for which they are responsible.

— *add* new paragraph 2.2.2 as follows:

2.2.2 The following conditions must be met for lithium cells or batteries (including power banks) and the devices they power referred to in 2.2.1 b) and e):

- a) spare lithium batteries and power banks must be individually protected so as to prevent short circuits when not in use;
- b) measures must be taken to prevent unintentional activation of the portable electronic devices; and
- c) the batteries must:
 - 1) be of a type which meets the requirements of each test in the UN *Manual of Tests and Criteria*, Part III, subsection 38.3; and
 - 2) for lithium metal batteries, not exceed a lithium content of 2 g and for lithium ion batteries, not exceed a Watt-hour rating of 100 Wh.

— *renumber* subsequent paragraphs accordingly.

In Part 8, Chapter 1, page 8-1-3, Table 8-1, *amend* item 1) as follows:

Dangerous Goods	Location		Approval of the operator(s) is required	Restrictions
	Checked baggage	Carry-on baggage		
Batteries				
1) Lithium batteries (including power banks and portable electronic devices) -	Yes (except for gh), i) and j))	Yes	(see c) and d))	a) each battery must be of a type which meets the requirements of each test in the UN <i>Manual of Tests and Criteria</i>, Part III, subsection 38.3; b) each battery must not exceed the following: — for lithium metal batteries, a lithium content of 2 g; or — for lithium ion batteries, a Watt-hour rating of 100 Wh; c) each battery may exceed 100 Wh but not exceed 160 Wh Watt-hour rating for lithium ion with the approval of the operator; d) each battery may exceed 2 g but not exceed 8 g lithium content for lithium metal for portable medical electronic devices with the approval of the operator; e) no more than two spare batteries meeting the requirements of c) or d) may be carried per person; ef) for portable electronic devices containing batteries: — measures must be taken to prevent unintentional activation and to protect the devices from damage; — the devices should be carried as carry-on baggage; however, if carried as checked baggage, the devices must be completely switched off (not in sleep or hibernation mode) if the batteries exceed: — for lithium metal batteries, a lithium content of 0.3 g per device; or — for lithium ion batteries, a Watt-hour rating of 2.7 Wh per device; fg) batteries and heating elements must be isolated in portable electronic devices capable of generating extreme heat, which could cause a fire if activated, by removal of the heating element, battery or other components; gh) spare batteries, including power banks: — must be carried as carry-on baggage; and — must be individually protected so as to prevent short circuits (by placement in original retail packaging or by otherwise insulating terminals, e.g. by taping over exposed terminals or placing each battery in a separate plastic bag or protective pouch); i) power banks: — must be carried as carry-on baggage; — must not be recharged while on board the aircraft; — should not be used to recharge a portable electronic device while on board the aircraft; — no more than two power banks may be carried per person; and

<i>Dangerous Goods</i>	<i>Location</i>		<i>Approval of the operator(s) is required</i>	<i>Restrictions</i>
	<i>Checked baggage</i>	<i>Carry-on baggage</i>		
				— must be individually protected so as to prevent short circuits when not in use (by placement in original retail packaging or by otherwise insulating terminals, such as by taping over exposed terminals or placing each power bank in a separate plastic bag or protective pouch); h) baggage equipped with a lithium battery(ies) exceeding: — for lithium metal batteries, a lithium content of 0.3 g; or — for lithium ion batteries, a Watt-hour rating of 2.7 Wh must be carried as carry-on baggage unless the battery(ies) is removed from the baggage, in which case the battery(ies) must be carried in accordance with gh); ~~i) no more than two spare batteries meeting the requirements of c) or d) may be carried per person.~~ <i>Note.— The restrictions in a) and the applicable limits in b), c), d) or e) apply to all batteries under this item, that is those contained in portable electronic devices, spare batteries, power banks and baggage equipped with lithium batteries.</i>

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