

## INFORMATION RELATED TO ADDENDUM NO. 1 TO THE 2025-2026 EDITION OF THE TECHNICAL INSTRUCTIONS

1. [Addendum No. 1](#) to the 2025-2026 Edition of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Technical Instructions, Doc 9284) introduces additional restrictions on the carriage of power banks to mitigate the risk of fires on board aircraft. States are encouraged to undertake effective safety promotion to ensure that passengers are aware of the new restrictions and the associated safety risks, with the aim of improving compliance.

2. The need for additional restrictions was identified based on a growing number of cabin fires involving lithium batteries and heightened by an accident in January 2025 caused by a fire, likely initiated by a short circuit in a lithium-ion battery in an overhead compartment, that destroyed an aircraft. The restrictions aim to reduce the likelihood and impact of thermal events involving lithium batteries and to help harmonize restrictions globally. The restrictions focus on power banks because they are a particular concern due to widespread use, variable product quality, and the limited inherent protection compared with batteries installed in devices.

3. The restrictions introduced through Addendum No. 1, which are in addition to the ones already established by the Technical Instructions:

- prohibit the recharging of power banks while on board aircraft;
- limit the number of power banks that can be carried by each person to no more than two; and
- recommend against using power banks to recharge portable electronic devices while on board aircraft.

4. [Addendum No. 1](#) separates restrictions for spare batteries from those for power banks. This was done to make the additional restrictions that apply to power banks clear. The limit of no more than two power banks per passenger is absolute. It applies regardless of the number of spare batteries carried or the energy capacity of the batteries. The following table illustrates five example combinations of power banks and larger spare batteries that an individual would be permitted to carry on board aircraft in accordance with the Technical Instructions.

Example	Power banks ≤ 100 Wh	Power banks > 100 Wh and ≤ 160 Wh	Spare batteries (other than power banks) >100 Wh and ≤160 Wh
1.	2	0	0
2.	2	0	2 if approved by operator
3.	0	2 if approved by operator	0
4.	0	1 if approved by operator	1 if approved by operator
5.	1	1 if approved by operator	1 if approved by operator

5. [Addendum No. 1](#) was approved by the ICAO Council on 27 March 2026. The decision to approve the addendum was based on recommendations from the Air Navigation Commission and its Dangerous Goods Panel (DGP) following discussions at the 42<sup>nd</sup> Session of the ICAO Assembly on the need to manage fire risks associated with lithium batteries in aircraft cabins. A detailed analysis conducted by the DGP that led to the recommendations is provided in the [report](#) of its thirtieth meeting, held in Montréal from 6 to 10 October 2025 (see paragraph 4.3 of the Report on Agenda Item 4). On-going monitoring of lithium battery requirements remains necessary, and work continues through DGP and other relevant ICAO expert groups.