



International Civil Aviation Organization
Asia and Pacific Office

**Twenty-fifth Meeting of the Asia Pacific Regional Aviation Safety Team
(APRAST/25)**

(Bangkok, Thailand, 22 to 26 June 2026)

Agenda Item 4: Presentations – State / Industry / ICAO / Focused Discussion

**FOLLOW-UP ON HARMONISED APPROACH TO LITHIUM BATTERY-POWERED
POWER-BANK CARRIAGE AND USE IN AIRCRAFT CABINS**

(Presented by Association of Asia Pacific Airlines and Supported by Australia,
Hong Kong China, Philippines, South Korea & Thailand)

SUMMARY

This paper follows APRAST/24 – WP/10 on harmonised approaches to passenger lithium battery-powered power bank carriage and use in aircraft cabins. Since APRAST/24, ICAO issued updated global guidance on 27 March 2026 introducing a limit of two power banks per passenger and prohibiting the recharging of power banks while on board aircraft. While these developments are welcomed as an important step forward, airlines remain concerned that several operational aspects continue to be implemented differently across States and operators. These include stowage practices, accessibility to devices, treatment of damaged or swollen devices, passenger communication and operational response procedures. This paper seeks APRAST's support for continued development of practical and harmonised regional guidance under the OPS Working Group, pending any further ICAO global developments.

1. INTRODUCTION

1.1 At APRAST/24, the Meeting considered concerns relating to lithium-ion battery fires involving passenger power banks and acknowledged the increasing variation in national and airline mitigation measures.

1.2 The APRAST/24 discussion recognised that differing State and airline requirements had created inconsistent passenger expectations, uneven enforcement, and operational challenges. While ICAO Doc 9284 provides global baseline requirements, varying national and airline implementation measures continue to contribute to operational confusion and enforcement challenges. These developments remain directly relevant to the Global Aviation Safety Plan (GASP), noting that fire and smoke events, particularly those involving lithium battery thermal runaway within the passenger cabin, continue to pose risks to aviation safety.

1.3 The Meeting further noted that a paper had been submitted to the 42nd ICAO Assembly on lithium-battery fire risks and that further ICAO guidance might follow.

1.4 On 27 March 2026, ICAO introduced updated guidance limiting passengers to two power banks and prohibiting the recharging of power banks while on board aircraft.

1.5 While airlines welcome these developments, a number of practical operational issues remain subject to differing State and operator implementation.

2. DISCUSSION

2.1 **Current Situation** – ICAO’s March 2026 update provides an important common baseline. However, airlines continue to face operational variation in a number of areas not yet addressed in a harmonised manner.

2.2 Areas of Continuing Operational Variation

2.2.1 Airlines continue to experience differing operational implementation related to:

- stowage practices and accessibility considerations for power banks;
- operational approaches relating to in-flight use of power banks;
- where power banks should be stored to facilitate rapid crew access;
- how damaged, swollen, overheating, or unmarked units should be treated;
- common passenger awareness and communication practices; and
- standardised cabin crew procedures relating to overheating, or thermal runaway events.

2.3 Passenger Confusion and Operational Challenges

2.3.1 The continuing variation in State and airline measures may create confusion for passengers, who may encounter differing requirements depending on the airline or jurisdiction involved. This inconsistency may contribute to:

- delayed boarding and security screening;
- increased passenger frustration and non-compliance;
- challenges for cabin crew and airport personnel in enforcing differing requirements; and
- varying levels of operational risk mitigation, beyond the common baseline requirements.

2.4 Need for Continued Regional Guidance

2.4.1 The Asia Pacific Region has already seen a number of States and airlines implement additional operational safeguards, including measures relating to overhead-bin stowage, accessibility of devices, passenger awareness and in-flight use. These measures have generally been informed by operational experience, aircraft configuration considerations and regional safety exchanges within APRAST and airline working groups.

2.4.2 Pending any further ICAO developments, there remains value in developing practical regional guidance that can support greater harmonisation while remaining aligned with ICAO Doc 9284, the ICAO Technical Instructions, and AP-RASP 2026–2028 objectives relating to fire-smoke and emerging hazard mitigation.

2.4.3 The Meeting may also recognise the importance of robust operator safety risk assessments relating to the carriage and use of passenger lithium battery-powered devices, taking into account differing aircraft configurations, cabin layouts, passenger behaviour, accessibility considerations, and operational environments. Greater sharing of methodologies and operational experiences may assist States and operators in achieving more consistent and evidence-based safety outcomes.

2.5 **Potential Areas for OPS Working Group Consideration**

2.5.1 The OPS Working Group may wish to further examine:

- recommended stowage practices and accessibility considerations for power banks, including minimising placement in locations where overheating or thermal runaway events may be more difficult to detect or access, while recognising differing aircraft configurations and cabin layouts;
- operational considerations associated with in-flight use of power banks (other than the prohibition of recharging power banks while on board aircraft);
- inflight crew response procedures relating to overheating, damaged or swollen devices including response, reporting and post-incident handling considerations;
- handling of damaged or swollen power banks when discovered during security checks;
- harmonised passenger communication, signage, awareness material and transfer/transit passenger handling considerations;
- examples of good practices implemented by States and operators related to screening, acceptance, in-flight management and operational oversight of power banks and PEDs.

3. **ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) note ICAO's March 2026 update on passenger power-bank carriage and charging restrictions;
- b) note the continuing operational variation experienced by airlines regarding stowage practices, in-flight use, damaged devices, and passenger communication;
- c) encourage States and the ICAO APAC Regional Office to continue work through the OPS Working Group on practical regional guidance, sharing of good practices and support for evolving ICAO provisions, consistent with ICAO baseline provisions and responsive to evolving operational needs within the Asia Pacific Region;
- d) encourage States and operators to continue sharing operational experiences, passenger communication material, incident data and examples of good practices through APRAST channels.