



# CIVIL AVIATION AUTHORITY OF MALAYSIA

## SAFETY DIRECTIVE (SD)

<b>DIRECTIVE NO:</b>	SD 01/2026	<b>ISSUE:</b>	01
<b>ISSUE DATE:</b>	14 April 2026		
<b>EFFECTIVE DATE:</b>	30 April 2026	<b>ISSUING OFFICE:</b>	Civil Aviation Authority of Malaysia
<b>RELATED REG:</b>	Civil Aviation Act 1969 [Act 3] Section 24P		No 27, Persiaran Perdana, Aras 1-4, Blok Podium, Presint 4, 62618 Putrajaya, Wilayah Persekutuan Putrajaya Malaysia.

### **SAFETY MEASURES FOR THE CARRIAGE OF LITHIUM-ION BATTERY POWER BANK FOR PASSENGER AND CREW (ICAO DOC 9284 (2025 – 2026) ADDENDUM NO. 1)**

## **1 Purpose**

- 1.1 The Safety Directive (SD) is issued to inform all airline operators of the newly adopted International Civil Aviation Organization (ICAO) requirements governing the carriage of lithium-ion battery power banks. These amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* introduce stricter controls to mitigate the increasing risks associated with portable energy storage devices.
- 1.2 These measures support ICAO's long-term safety objective of achieving zero fatalities by 2050 through proactive management of dangerous goods hazards in the cabin environment.

## **2 Background**

- 2.1 The ICAO Dangerous Goods Panel (DGP) continuously monitors risks presented by passengers' lithium batteries. Following a technical review, the ICAO Air Navigation Commission endorsed recommendations to amend the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)*.
- 2.2 These recommendations, which were subsequently approved by the 36 Member States of the ICAO Council and circulated to all 193 Contracting States.



# CIVIL AVIATION AUTHORITY OF MALAYSIA SAFETY DIRECTIVE (SD)

## 3 Summary of Key Regulatory Changes

3.1 The table below outlines the transition from previous provisions to the new ICAO requirements, as stipulated in the revision to Item 1), Part 8, Chapter 1 of the Technical Instructions for the Safe Transport of Dangerous Goods by Air 2025 Addendum No. 1 (ICAO Doc 9284 (2025-2026), Addendum No.1):

Feature	Previous Provision (Table 8-1 of the TI)	New ICAO Mandate
Quantity Limit	Limit of two (2) only applied to high-capacity spares (100-160 Wh).	<b>All power banks</b> are now limited to <b>two (2) per passenger</b> .
In-Flight Recharging (Power Banks)	No specific restriction.	Passengers are strictly <b>prohibited from recharging</b> power banks during flights.
In-flight Portable Electronic Device (PED) Charging	No specific restriction.	Power banks <b>shall not be used</b> to recharge PED while on board the aircraft.

*Note: Airline operators may impose requirements more stringent than this limitation.*

## 4 Implementation Requirements

### 4.1 Passenger Communications

Airline operators shall update check-in announcements, boarding briefings and in-flight safety messages to reflect:

- a) The two-device limit; and
- b) The prohibition on in-flight recharging of power banks.

### 4.2 Check-in and Boarding Oversight

Customer service personnel shall verify that passengers carry no more than two (2) power banks in carry-on baggage, ensure all power banks and spare batteries are individually protected against short-circuits, and advise that recharging power banks on board is strictly prohibited.

### 4.3 Storage and Accessibility

Airline operators shall advise passengers to avoid storing power banks in the overhead compartments and instead, carry them on their person or within immediate



## CIVIL AVIATION AUTHORITY OF MALAYSIA SAFETY DIRECTIVE (SD)

---

reach. This ensures rapid identification and response by the owner or cabin crew in the event of a thermal runaway.

#### 4.4 **Cabin Crew Preparedness**

Cabin crew shall remain vigilant for potential battery hazards and maintain proficiency in lithium-ion battery incident response, including the use of extinguishing equipment.

#### 4.5 **Standard Operating Procedure (SOP) and Training Updates**

Airline operators shall revise relevant SOPs, manuals and training programmes to incorporate these new ICAO requirements.

#### 4.6 **Public Awareness**

Airline operators and airport operators shall maintain continuous passenger awareness and education programmes to ensure compliance with the ICAO standards and requirements.

#### 4.7 **Security Screening**

Airport screening personnel shall ensure that passengers carry no more than two (2) power banks during the security screening process, aligning with the updated quantity limits by ICAO.

### 5 **Regulatory Alignment**

- 5.1 The requirements outlined in this SD will be formally incorporated into the relevant **Civil Aviation Directives (CAD)** in future revisions. Airline operators shall maintain compliance with this SD until the formal CAD update is published.

### 6 **Non-compliance**

- 6.1 Any person who contravenes any safety directive commits an offence and shall, on conviction, be liable to a fine not exceeding five hundred thousand ringgit or to imprisonment for a term not exceeding five years or both.



## CIVIL AVIATION AUTHORITY OF MALAYSIA SAFETY DIRECTIVE (SD)

---

### 7 Conclusion

- 7.1 CAAM hereby directs all air operators to achieve full implementation of the revised *ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* by no later than **30 April 2026**.
- 7.2 Continual adherence to these updated specifications constitutes a mandatory requirement for the preservation of aviation safety, ensuring comprehensive alignment with both Malaysian statutory frameworks and international civil aviation standards.



**DATO' CAPTAIN NORAZMAN BIN MAHMUD**  
Chief Executive Officer  
for Civil Aviation Authority of Malaysia  
14 April 2026