



Small Vehicles Powered by Lithium Batteries – Passenger Provisions

Updated 4 January 2016

Background

This notice is in response to questions raised by operators regarding the acceptability of small vehicles that are powered by lithium ion batteries in passenger checked and/or carry-on baggage. There have been reports of these small vehicles being sold at airports in airside shops, as well as being available in many cities, particularly in Asia.

Some examples of these small lithium battery-powered vehicles are: airwheel, solowheel, hoverboard, mini-segway, balance wheel.



Discussion took place with a number of the members of the ICAO Dangerous Goods Panel as to how these devices should be treated for the purposes of the provisions of Dangerous Goods Carried by Passengers and Crew, DGR Subsection 2.3.

The agreed view is that these devices are not “mobility aids”, but instead be treated as “portable electronic devices” (PED) on the basis that the item subject to the Regulations is the lithium ion battery that powers these devices.

The allowance for passengers or crew to have PED in their checked or carry-on baggage is determined by the size (Watt-hour rating) of the lithium ion battery as follows:

- where the lithium ion battery does not exceed 100 Wh passengers and crew may have these devices in either checked or carry-on baggage. Approval of the operator is not required;
- where the lithium ion battery exceeds 100 Wh but does not exceed 160 Wh passengers and crew may have these devices in either checked or carry-on baggage, but the approval of the operator is required; and

- where the lithium ion battery exceeds 160 Wh the device is forbidden from being in either passenger or crew checked or carry-on baggage.

Recommendations

In areas and cities where these devices are readily available operators should ensure that passenger handling staff and the ground service provider, where applicable, are made aware that these devices are subject to the restrictions applicable to PED as set out above.

Operators should consider developing posters, notices or other material with pictures or images of these small lithium battery-powered vehicles for display on their websites, at self-serve kiosks and check-in counters, specifically at airports serving cities where these devices are available, to alert passengers to the conditions applicable to their carriage in checked or carry-on baggage.

At these airports, the operators may wish to bring this matter to the attention of the airport operator's committee so that a coordinated and consistent message is presented to passengers. The airport operator's committee may also wish to coordinate with the airport operator to ensure that on-airport retailers are made aware of the restrictions that apply to the carriage of these devices by passengers, and potentially the restriction on sale to passengers where the operator does not approve the carriage of PED with a lithium ion battery that exceeds 100 Wh.

It is recommended that operators include the following in their operational manuals, or instructions to passenger service staff to address the passenger carriage of these small lithium battery-powered vehicles:

Personnel, including those of ground service providers, must verify that:

- the devices are protected against accidental activation by either being in the original manufacturer's packaging or by taping over the on/off switch;
- the Watt-hour rating of the lithium ion battery in the device does not exceed 160 Wh. All lithium ion batteries are required to have the Watt-hour rating marked on the outside of the battery case. If passenger handling staff are unable to verify the Watt-hour rating by checking either the battery, or the user documentation, it is recommended that the passenger be advised that the device cannot be carried;

Note: *The watt-hour rating is calculated by multiplying the voltage (V) by the ampere hours (Ah). Where the amperage is shown as milliampere hours (mAh) divide the mAh value by 1,000 to establish the Ah.*

If cabin crew identify that the device does not meet the operator's requirement during boarding, they should refer to the ground personnel for proper offloading.

It is recommended that operators restrict these devices to carry-on baggage.

However, PED as carry-on baggage are subject to specific operator restrictions on the size and weight of baggage permitted in the cabin.

You can contact the IATA Dangerous Goods Support team if you have questions or concerns that may not have been addressed in this document at: dangood@iata.org.

Operator Restrictions

The following operators (airlines) have implemented a total prohibition on the carriage of balance wheels, hoverboards and other self-balancing vehicles in passenger baggage.

This list is current as at 4 January 2016

Name	Code	Name	Code
Aer Lingus	EI	Gulf Air	GF
Aerolineas Argentinas	AR	Hawaiian Airlines	HA
Air Astana	KC	Hong Kong Airlines	HX
Air Berlin	AB	Iberia	IB
Air Canada	AC	Japan Airlines	JL
Air France	AF	Jet Airways	9W
Air New Zealand	NZ	JetBlue	B6
Air Seychelles	HM	Jetstar	JQ
Air Tahiti	VT	KLM – Royal Dutch Airlines	KL
Air Transat	TS	Korean Airlines	KE
Alaska Airlines	AS	LAN Airlines Group	LA
Alitalia	AZ	Lufthansa	LH
All Nippon	NH	Malaysia Airlines	MH
American Airlines	AA	Monarch	ZB
Asiana	OZ	Philippine Airlines	PR
Austrian Airlines	OS	Qantas	QF
Avianca	AV	Qatar Airways	QR
Bangkok Airways	PG	SAS	SK
British Airways	BA	Saudi Arabian Airlines	SV
Brussels Airlines	SN	Singapore Airlines	SQ
Cathay Pacific	CX	South African Airlines	SA
China Airlines	CI	Southwest Airlines	WN
Condor	DE	Sri Lankan Airlines	UL
Copa Airlines	CM	Swiss International	LX
Croatia Airlines	OU	TAM Airlines	JJ
Delta Airlines	DL	Thai Airways	TG
Dragonair	KA	Thomas Cook	DK / HQ / MT
Easyjet	U2	Thomson Airways	BY
EI AI	LY	Transportes Aereos del Mercosur	
Emirates	EK	United Airlines	UA
Etihad	EY	Virgin Australia	VA
Fiji Airways	FJ		
Finnair	AY		
FlyBE	BE		
Garuda	GA		