Civil Aviation Authority of Singapore

Safety Information Bulletin

CAAS SIB No.	2025-01
Issued	8 April 2025
Subject	Management of lithium batteries in aircraft cabins
Ref. Publication(s)	1) CAAS AC 121-2-7 (Management of lithium batteries in the aircraft passenger cabin) 2) CAAS AC 92-2-2 (Guidance on Dangerous Goods Carried in Passenger and Crew Baggage) 3) CAAS AC 121-9-5 (Safety and Emergency Procedures Training) 4) ICAO Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc. 9481) 5) ICAO Guidelines for the Expanded Use of Portable Electronic Devices (Cir 340) 6) ICAO Manual on Safety Management in Cabin Operations (Doc 10158) 7) IATA Guidance Document for Passengers Travelling with Lithium Batteries - 2025
Purpose	This SIB advises air operators on the carriage and use of lithium batteries. It also advises on crew training to handle inflight incidents involving lithium batteries.
Applicability	All Singapore AOC holders and foreign air operators operating to and from Singapore aerodromes
Cancellation	This is the first issuance.
Description	Lithium battery fires can occur onboard an aircraft when battery powered devices or standalone batteries are damaged or defective. These fire incidents may be particularly challenging to address if they

occur in areas with limited accessibility, such as in the aircraft cargo hold and, in the cabin, overhead compartments.

Most airlines allow the carriage of lithium batteries only in the aircraft cabin where any fires that may occur can be managed effectively by cabin crew with available fire-fighting equipment. However, there are locations in the cabin where expeditious management of a fire may be hampered. These locations may require special attention by air operators when they are designing cabin crew procedures and training for the management of inflight lithium battery incidents.

At present, information on the safe carriage and use of lithium batteries are provided to passengers as dangerous goods information in an air operator's website and at locations where checked baggage are accepted such as at check-in counters and the departure gate.

While the information provided may be extensive, the restrictions on the carriage of lithium batteries to passengers can be more clearly communicated, so that passengers are aware of the dangers they pose.

Recommendation

Air operators should review their policies regarding the carriage and use of lithium batteries and consider the following:

a) Identifying appropriate stowage locations within the aircraft.
   - Locations that may have impeded access should be identified so that the associated risks of inflight fires occurring at these locations can be analysed for effective mitigation;
   - Where these locations are identified to be of higher risk, air operators should develop specific procedures to manage these risks; and
   - Air operators should review and enhance their procedures for adequate surveillance of these locations during flight as a preventive measure.

b) Enhancing crew training for management of in-flight incidents.
   - Air operators should review its cabin crew fire-fighting training. This includes a review of the fire-fighting procedures to ensure that it remains relevant and effective to manage recent incidents of inflight fires. Air operators should also assess the adequacy of their

existing safety equipment onboard for use by the cabin crew.

c) Enhancing communication to passengers about the restrictions on carriage and usage during flight.

- Air operators should review the information provided to their passengers on the safe carriage and use of lithium batteries. This information should be emphasised at the various passenger touch points so that passengers are reminded of the restrictions in place.

d) Educating passengers of the risks and proper usage of lithium batteries in the aircraft cabin.

- Air operators should consider educating passengers on the risk of improper handling of lithium batteries such as power banks and those in Portable Electronic Devices (PED). Examples of this could be alerts to passengers' mobile devices prior to checking in, information at airport self-check-in kiosks, safety leaflets, and banners on websites or inflight entertainment screens.

- Air operators should also consider providing passengers with guidance on the proper use of PEDs and power banks during flight. This may include information of actions to be taken for retrieval of these devices if they were lodged between aircraft seats and to alert cabin crew members immediately, should they suspect any damage or reaction to their lithium batteries and PEDs.

Contact(s) For further information contact CAAS Flight Standards Division.