



Safety Information Bulletin

Operations

SIB No.: 2016-04

Issued: 11 March 2011

Subject: Carriage of Personal Transportation Devices

Ref. Publications:

- [EASA Safety Information Bulletin \(SIB\) No. 2009-22R1](#)
- [EASA SIB No. 2010-30R1](#)
- [EASA SIB No. 2015-19](#)
- [EASA SIB No. 2015-28](#)
- Commission Regulation (EU) No [965/2012](#) of 5 October 2012, hereafter referred to as the Air Operations regulation
- [ICAO Document 9284](#), Technical Instructions for the Safe Transport of Dangerous Goods by Air (Technical Instructions)
- [ICAO's Electronic Bulletin \(EB\) 2016/01](#) on Dangerous Goods Carried by Passenger and Crew — Small Lithium Battery Powered Personal Transportation Devices Including Hover Boards
- [US Pipeline and Hazardous Materials Safety Administration \(PHMSA\) Safety Alert](#) on Transportation of Hoverboards
- [ATA's Passenger Provisions for Small Vehicles Powered by Lithium Batteries](#)
- [ATA's guidance for Small Vehicles Powered By Lithium Batteries – Cargo Provisions](#)

Applicability:

Operators of Passenger and Cargo Aircraft.

Description:

Small lithium battery-powered personal transportation devices, also known as hoverboards, self-balancing devices, or gravity boards, are transported in increasing numbers by passengers in checked or carry-on baggage and they are also shipped as cargo.

These devices, which have acquired high popularity recently, should not be mistaken with “mobility aids”. They are “portable electronic devices” and contain lithium ion batteries, the capacity of which is expected to exceed 100 Wh. Besides the risks that lithium batteries normally pose, there is a higher risk with these devices as, in an attempt to reduce the price of the product, many of them are not properly manufactured or tested – 15 000 out of the 17 000 hoverboards examined at several United Kingdom (UK) ports were deemed dangerous by the UK National Trading Standards Agency.

Under certain conditions, the battery and charging cable can cause these devices to overheat and catch fire, or even explode. The increasing number of reported incidents involving these devices catching fire has raised a safety concern.

Hoverboards are allowed for air transport under the appropriate conditions contained in the ICAO Technical Instructions (Doc 9284). However, some operators, in view of the risks, have decided to prohibit their carriage by passengers and crew. This SIB is issued to provide a recommendation and further

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clarifications on the applicable provisions for those operators who intend to continue to allow the on-board carriage of these devices, either by passengers, crew, or as cargo.

Recommendation(s):

EASA recommends Operators to:

- require passengers to carry such devices in the cabin, where an incident can be immediately mitigated, and not in checked baggage – regardless of whether baggage is checked in at the counter, at a self-check-in desk, or removed from the passenger at the gate,
- ensure all staff handling such devices are aware of the restrictions that apply,
- ensure that passengers are aware of the restrictions that apply, and
- include these devices within their dangerous goods related procedures, with an explicit mention in their manuals, and provide dedicated training.

Additionally, EASA reminds Operators of the following provisions of the ICAO Technical Instructions that apply to these devices:

- When carried by passengers or crew, devices containing lithium ion batteries having a Watt-hour rating of 100 Wh or less may be permitted under the provisions for portable electronic devices containing lithium metal or lithium ion cells or batteries contained in Part 8 of the Technical Instructions, provided all applicable criteria listed in the restrictions column of Table 8-1 are met. Devices containing lithium ion batteries having a Watt-hour rating exceeding 100 Wh but not more than 160 Wh may be carried subject to an approval by the operator. Those exceeding 160 Wh are not permitted to be carried by passengers or crew.
- When transported as cargo, devices containing batteries must be assigned to UN 3171 — Battery-powered vehicle and are subject to all applicable requirements of the Technical Instructions. Batteries not contained in the device must be consigned as UN 3480 — Lithium ion batteries.

Contact(s):

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