

# Lithium Batteries in Carry-On Baggage

Official Passenger Information Sheet · Version 3.0

For airport security and check-in staff – race result AG timing equipment

**i** Present this document to security or check-in staff if asked. All batteries are factory-installed in equipment by race result AG and comply with IATA DGR 67th Edition (2026).

## 1 - Product Classification

All RACE RESULT products contain factory-installed batteries classified as contained in equipment. Two UN numbers apply depending on battery chemistry:

| <b>UN3481 – Lithium-Ion</b><br>Batteries contained in equipment   | <b>UN3091 – Lithium-Metal</b><br>Batteries contained in equipment   |
|---|---|
| <b>Regulatory basis:</b><br>IATA DGR Special Provision A154<br><br><b>Products:</b> <ul style="list-style-type: none"> <li>• USB Timing Box</li> <li>• Management Box</li> <li>• Loop Box</li> <li>• Track Box</li> <li>• BLE Reader</li> <li>• Ubidium (Li-Ion variant)</li> </ul> | IATA DGR Special Provision A164<br><br><b>Products:</b> <ul style="list-style-type: none"> <li>• Active Transponders</li> <li>• Ubidium (Li-Metal variant)</li> </ul> |

## 2 - Battery Limits at a Glance

| Li-Ion: Max. energy  | Spare batteries (carry-on)                                 | Li-Metal: Max. Li content                              |
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| <b>100 Wh</b><br>per battery<br>IATA DGR Section 3.9.2 (b) | <b>Max. 20 / pax</b><br>IATA DGR Spec. Provision A154/A164 | <b>2 g</b><br>per battery<br>ATA DGR Section 3.9.2 (a) |

## 3 - Carriage Permissions

| Item                                       | Carry-On Baggage               | Checked Baggage                      |
|--|--------------------------------|--------------------------------------|
| Li-Ion in equipment<br>(UN 3481, ≤ 100 Wh) | ✓ Permitted, no quantity limit | ✓ Permitted<br>(installed in device) |
| Li-Metal in equipment<br>(UN 3091, ≤ 2 g)  | ✓ Permitted, no quantity limit | ✓ Permitted<br>(installed in device) |
| Spare Li-Ion batteries<br>(≤ 100 Wh)       | ✓ Up to 20 per passenger       | ✗ Prohibited                         |
| Spare Li-Metal batteries<br>(≤ 2 g)        | ✓ Up to 20 per passenger       | ✗ Prohibited                         |

## 4 - Regulatory Basis

### 4.1 IATA Dangerous Goods Regulations (DGR) – 67th Edition (2026)

|                               |  |
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| <b>Section 3.9.2</b>          | Classification thresholds: (a) Li-Metal: ≤ 1 g per cell / ≤ 2 g per battery; (b) Li-Ion: ≤ 20 Wh per cell / ≤ 100 Wh per battery.  |
| <b>Special Provision A154</b> | Governs UN 3481 (Li-Ion) batteries contained in or packed with equipment. Permits carry-on within Wh and quantity limits. Spare batteries prohibited in checked baggage. |
| <b>Special Provision A164</b> | Equivalent provision for UN 3091 (Li-Metal). Spare Li-Metal batteries prohibited in checked baggage.   |
| <b>Section 2.7</b>            | IATA DGR represents minimum standards. Individual states and carriers may impose stricter requirements – see Sections 6 and 7.   |

### 4.2 ICAO Technical Instructions – 2025–2026 Edition

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| <b>Annex 18 / Chicago Convention</b>   | Legal foundation for dangerous goods regulation in civil aviation. All contracting states must apply ICAO TI as minimum standard. |
| <b>Part 2, Chapter 3 (Section 3.9)</b> | Addresses lithium batteries as a specific DG category including condition requirements and classification thresholds.             |

### 4.3 EU Regulation (EC) No 300/2008 & Implementing Regulation (EU) 2015/1998

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| <b>Regulation (EC) 300/2008</b>                    | Aviation security framework for the EU. IATA DGR-compliant carriage is explicitly permitted within the limits of Special Provisions A154 / A164. |
| <b>Implementing Reg. (EU) 2015/1998, Chapter 4</b> | Covers cabin baggage screening at EU airports. Compliant batteries within limits are not subject to confiscation.                                |

### 4.4 UN 38.3 – Test & Approval Standard

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| <b>UN Manual of Tests and Criteria, Part III §38.3</b> | All batteries covered by this document comply with the UN 38.3 protocol (tests T1–T8). This is a prerequisite for air transport classification. |
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## 5 - Handling Requirements

|                                       |   |
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| <b>Device state (A154 / A164)</b>     | All devices must be switched off or in transport mode before boarding.  |
| <b>Short circuit protection</b>       | For spare batteries: each battery individually placed in a protective case, plastic bag, or terminals taped. (IATA DGR A154 / A164 handling note) |
| <b>Damaged or defective batteries</b> | Batteries that are visibly damaged, swollen, leaking, or defective must not be carried. (IATA DGR Section 3.9.2 exclusion clause)                 |
| <b>Physical protection</b>            | Devices must be protected against damage. Accidental activation must not be possible.   |

## 6 - National & Regulatory Deviations

⚠ IATA DGR Section 2.7: The DGR represents minimum standards. States and operators may impose stricter requirements.

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| <b>United States (DOT / FAA)</b> | 49 CFR § 175.10 (a) (17): mirrors IATA provisions for ≤ 100 Wh (Li-Ion) and ≤ 2 g (Li-Metal) in carry-on. TSA enforces at U.S. airports. Battery spec data should be available on request. |
| <b>China (CAAC)</b>              | CAAC follows ICAO TI. Li-Ion batteries ≤ 100 Wh permitted in carry-on without approval. Some Chinese carriers may apply more conservative internal limits – confirm before travel.         |
| <b>European Union (EASA)</b>     | Fully harmonised with ICAO TI and IATA DGR. No EU-wide deviations from IATA Special Provisions A154 / A164 for RACE RESULT products.   |
| <b>Australia (CASA)</b>          | Generally aligned with IATA DGR. No additional restrictions for the product categories covered here as of 2026.  |
| <b>India (DGCA)</b>              | India applies ICAO TI. DGCA issued 2026 directive banning in-flight use/charging of power banks across all India routes – does not affect batteries installed in equipment.                |

## 7 - Airline-Specific Policies – 2025 / 2026 Updates

### CRITICAL CONTEXT – Read before interpreting this section:

Since 2025, many airlines have introduced stricter restrictions on power banks (portable chargers / spare/loose batteries). These new policies specifically target standalone power banks, not batteries installed in equipment.

race result AG timing devices are classified as batteries contained in equipment – a distinct regulatory category. They are generally unaffected by the power bank bans. However, some airlines have also introduced total device count limits, which are relevant for passengers carrying multiple RACE RESULT units.

The table and detail entries below clearly separate (a) rules applicable to RACE RESULT equipment and (b) power bank rules included for general awareness only

### 7.1 Overview – All Airlines at a Glance

Columns:

„Batteries in Equipment“ → status of RACE RESULT devices specifically.

„Power Bank Notes“ → standalone power bank rules, listed for context only, not applicable to RACE RESULT devices.

| Airline   | Eff.     | Batteries in Equipment | RACE RESULT Device Rules                              | Power Bank Notes (FYI only)                                     |
|---|----------|------------------------|---|---|
| <b>Lufthansa Group (LH, SWISS, Austrian, Eurowings, Brussels, ITA, Edelweiss)</b> | Jan 2026 | ✓ Permitted            | ≤ 100 Wh / ≤ 2 g. Max. 15 devices total. Devices off. | Max. 2 power banks ≤ 100 Wh. No in-flight use. No overhead bin. |
| <b>Emirates (EK)</b>  | Oct 2025 | ✓ Permitted            | ≤ 100 Wh / ≤ 2 g. Max. 15 devices. Devices off.       | Max. 1 power bank ≤ 100 Wh. No in-flight use. No overhead bin.  |
| <b>Etihad (EY)</b>  | Dec 2025 | ✓ Permitted            | ≤ 100 Wh / ≤ 2 g. Devices off.                        | Max. 10 spare batteries. No in-flight use.                      |

# LITHIUM BATTERY – CARRY-ON BAGGAGE INFORMATION SHEET

race result AG · Version 3.0 · April 2026 · IATA DGR 67th Ed. (2026) · ICAO TI 2025–2026

www.raceresult.com

| Airline                              | Eff.     | Batteries in Equipment | RACE RESULT Device Rules  | Power Bank Notes (FYI only)                                       |
|--------------------------------------|----------|------------------------|---|---|
| <b>Qantas Group (QF, Jetstar)</b>    | Dec 2025 | ✓ Permitted            | ≤ 100 Wh / ≤ 2 g. Devices off. Must remain within reach.                  | Max. 2 power banks ≤ 160 Wh. No in-flight use. No overhead bin.   |
| <b>Air France (AF)</b>               | Current  | ✓ Permitted            | ≤ 100 Wh / ≤ 2 g. Devices off. In-equipment unaffected by spare limit.    | ⚠ Max. 2 spare/external batteries total – stricter than IATA..    |
| <b>KLM (KL)</b>                      | Current  | ✓ Permitted            | ≤ 100 Wh: max. 15 devices. Also in checked baggage (off).                 | Max. 20 power banks ≤ 100 Wh. No in-flight use. No overhead bin.  |
| <b>Delta Air Lines (DL)</b>          | Current  | ✓ Permitted            | ≤ 100 Wh / ≤ 2 g. Max. 15 PED. Carry-on + checked (devices off).          | Max. 20 spare batteries. Carry-on only. Accessible location       |
| <b>United Airlines (UA)</b>          | Current  | ✓ Permitted            | ≤ 100 Wh / ≤ 2 g. Carry-on preferred; checked if off. Within reach.       | Carry-on only. ≤ 100 Wh. Must remain within reach.                |
| <b>American Airlines (AA)</b>        | Current  | ✓ Permitted            | FAA 49 CFR § 175.10 (a) (17). ≤ 100 Wh / ≤ 2 g. Carry-on + checked.       | Carry-on only. Standard FAA limits. No AA-specific in-flight ban. |
| <b>Southwest Airlines (WN)</b>       | May 2025 | ✓ Permitted            | FAA. ≤ 100 Wh / ≤ 2 g. Max. 20 spare batteries.                           | If in use: must be visible at all times.                          |
| <b>Singapore Airlines (SQ)</b>       | Apr 2025 | ✓ Permitted            | ≤ 100 Wh: max. 15 devices. 101–160 Wh: max. 2 with approval. Devices off. | No in-flight use. Strict enforcement at Changi.                   |
| <b>Cathay Pacific (CX)</b>           | 2025     | ✓ Permitted            | ≤ 100 Wh. IATA A154/A164. Devices off. Also checked (fully off).          | No in-flight use. Carry-on only. No overhead bin.                 |
| <b>Qatar Airways (QR)</b>            | Current  | ✓ Permitted            | IATA A154/A164. ≤ 100 Wh / ≤ 2 g. Devices off.                            | No in-flight use. Thermal imaging at DOH.                         |
| <b>Turkish Airlines (TK)</b>         | Current  | ✓ Permitted            | IATA / ICAO standard. ≤ 100 Wh / ≤ 2 g. Devices off                       | Standard IATA limits. No formal in-flight ban as of Mar 2026.     |
| <b>ANA / JAL (NH / JL)</b>           | Apr 2026 | ✓ Permitted            | ICAO TI standard. ≤ 100 Wh / ≤ 2 g. In-equipment unaffected by MLIT ban.  | ⚠ MLIT: no in-flight use on all Japan routes from April 2026.     |
| <b>Korean Air / Asiana (KE / OZ)</b> | Mar 2025 | ✓ Permitted            | ICAO TI / MOLIT. ≤ 100 Wh / ≤ 2 g. In-equipment unaffected by MOLIT       | ⚠ MOLIT: no in-flight use on all Korea routes.                    |
| <b>Ryanair / easyJet (FR / U2)</b>   | Current  | ✓ Permitted            | IATA / EASA. ≤ 100 Wh / ≤ 2 g. No carrier deviations for in-equipment.    | No formal in-flight ban as of Mar 2026. Under ICAO review.        |

# LITHIUM BATTERY – CARRY-ON BAGGAGE INFORMATION SHEET

## 7.2 Airline Detail – Lufthansa Group

**i** Applies to all Lufthansa Group carriers: Lufthansa (LH), SWISS (LX), Austrian Airlines (OS), Eurowings (EW), Brussels Airlines (SN), ITA Airways (AZ, codeshare), Edelweiss (WK), Air Dolomiti (EN), Discover Airlines (4Y)

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| <b>RACE RESULT Equipment – Status</b> <ul style="list-style-type: none"><li>Batteries contained in equipment: fully permitted</li><li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g per battery (Li-Metal)</li><li>Total device count: max. 15 devices with Li batteries per passenger (all devices combined)</li><li>Devices must be switched off or in transport mode</li><li>Devices to be stowed in carry-on, seat pocket or under seat – not in overhead bin if they include spare batteries</li></ul> | <b>Power Banks – FYI (not applicable to RACE RESULT)</b> <ul style="list-style-type: none"><li>Max. 2 power banks per passenger</li><li>Max. 100 Wh per power bank</li><li>100–160 Wh: prior airline approval required</li><li>No in-flight use or charging (incl. via USB ports)</li><li>No overhead bin storage – seat pocket, under seat, or on person</li><li>Source: Lufthansa Group directive, effective 15 January 2026</li></ul> |
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**⚠** Device count alert: If a passenger carries multiple RACE RESULT devices (e.g. 6× Loop Box + Management Box + USB Timing Box), the total count may approach the 15-device limit. For large equipment sets, verify with Lufthansa check-in in advance

## 7.2 Airline Detail – Emirates (EK)

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| <b>RACE RESULT Equipment – Status</b> <ul style="list-style-type: none"><li>Batteries contained in equipment: fully permitted</li><li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g per battery (Li-Metal)</li><li>Up to 15 devices with installed batteries permitted per passenger</li><li>Devices switched off or in transport mode</li><li>160 Wh devices: prior approval required (not applicable for RACE RESULT products)</li></ul> | <b>Power Banks – FYI (not applicable to RACE RESULT)</b> <ul style="list-style-type: none"><li>Max. 1 power bank per passenger</li><li>Max. 100 Wh; capacity rating must be labelled on device</li><li>No in-flight use or charging (effective 1 October 2025)</li><li>No overhead bin – seat pocket or under seat only</li><li>Source: Emirates directive, effective 1 October 2025</li></ul> |
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## 7.2 Airline Detail – Etihad Airways (EY)

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| <b>RACE RESULT Equipment – Status</b> <ul style="list-style-type: none"><li>Batteries contained in equipment: fully permitted</li><li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g per battery (Li-Metal)</li><li>Devices switched off or in transport mode</li><li>Devices must be protected from damage and unintentional activation</li></ul> | <b>Power Banks – FYI (not applicable to RACE RESULT)</b> <ul style="list-style-type: none"><li>Max. 10 spare batteries (incl. power banks) per passenger</li><li>Max. 100 Wh per unit (Li-Ion); ≤ 2 g per unit (Li-Metal)</li><li>No in-flight use or charging</li><li>Must be kept accessible – no overhead bin</li><li>Source: Etihad Dangerous Goods Carriage Guide, Dec. 2025 revision</li></ul> |
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**7.2 Qantas Group (QF, Jetstar, QantasLink)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>Devices switched off or in transport mode</li> <li>Devices and batteries must remain within easy reach of passenger during flight</li> </ul> | <p><b>Power Banks – FYI (not applicable to RACE RESULT)</b></p> <ul style="list-style-type: none"> <li>Max. 2 power banks per passenger</li> <li>Max. 160 Wh per power bank (stricter: practical limit ≤ 100 Wh without approval)</li> <li>No in-flight use or charging (effective 15 December 2025)</li> <li>No overhead bin – seat pocket, under seat, or on person</li> <li>Smart bag batteries must be removed and stowed in cabin</li> <li>Source: Qantas Group directive, effective 15 December 2025</li> </ul> |
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**7.2 Airline Detail – American Airlines (AA)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh per battery (Li-Ion) per FAA 49 CFR § 175.10 (a)(17)</li> <li>≤ 2 g lithium content per battery (Li-Metal)</li> <li>Devices switched off or in transport mode</li> <li>TSA may request battery spec data – have technical datasheet available</li> </ul> | <p><b>Power Banks – FYI (not applicable to RACE RESULT)</b></p> <ul style="list-style-type: none"> <li>Carry-on only (FAA requirement)</li> <li>≤ 100 Wh without approval; 101–160 Wh with prior airline approval</li> <li>No specific American Airlines in-flight use ban beyond FAA rules</li> <li>Security: power banks may be screened separately (similar to laptops)</li> <li>Source: American Airlines policy aligned with FAA 49 CFR / IATA</li> </ul> |
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**7.2 Airline Detail – Singapore Airlines (SQ)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh: up to 15 devices per passenger</li> <li>101–160 Wh: max. 2 devices, prior airline approval required</li> <li>Devices switched off or in transport mode</li> </ul> | <p><b>Power Banks – FYI (not applicable to RACE RESULT)</b></p> <ul style="list-style-type: none"> <li>No in-flight use or charging (effective April 2025)</li> <li>Carry-on only; no overhead bin</li> <li>≤ 100 Wh without approval; 101–160 Wh with approval (max. 2)</li> <li>Strict enforcement at Changi Airport</li> <li>Source: Singapore Airlines directive, effective 1 April 2025</li> </ul> |
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**7.2 Airline Detail – Air France (AF)**

⚠ CRITICAL DEVIATION for RACE RESULT: Air France limits spare/external batteries to a maximum of 2 per passenger. This does NOT affect batteries installed in equipment, but it does affect any spare batteries a passenger might carry alongside their devices. Verify with Air France for large equipment sets

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>Devices switched off or in transport mode</li> <li>Devices must remain accessible in cabin (not buried in hold baggage)</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>Max. 2 spare/external batteries total per passenger – stricter than IATA standard</li> <li>Spare Li-Metal batteries: only permitted for medical devices</li> <li>No in-flight use or charging of power banks</li> <li>Carry-on only</li> <li>Source: Air France dangerous goods policy, current as of March 2026</li> </ul> |
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**7.2 Airline Detail – KLM Royal Dutch Airlines (KL)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted in carry-on</li> <li>≤ 100 Wh per battery: up to 15 devices per passenger</li> <li>101–160 Wh: prior airline approval required (not applicable for RACE RESULT)</li> <li>Devices must be completely switched off</li> <li>Also permitted in checked baggage (devices off, protected from activation)</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>Max. 20 spare batteries / power banks per passenger, ≤ 100 Wh</li> <li>No in-flight use or charging – no overhead bin storage</li> <li>101–160 Wh: prior approval required</li> <li>Source: KLM restricted items policy, current as of March 2026</li> </ul> |
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**7.2 Airline Detail – Delta Air Lines (DL)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted in carry-on and checked baggage</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>Total PED (personal electronic device) limit: max. 15 per passenger</li> <li>Devices off and protected from accidental activation when in checked baggage</li> <li>Spare batteries in carry-on only (max. 20 per passenger)</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>Carry-on only; required to be in accessible location (seat pocket / under seat)</li> <li>Max. 20 spare batteries under 100 Wh</li> <li>101–160 Wh: max. 2 spares with airline approval</li> <li>No specific Delta in-flight use ban (FAA rules apply)</li> <li>Source: Delta Air Lines battery policy, aligned with FAA 49 CFR</li> </ul> |
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**7.2 Airline Detail – United Airlines (UA)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted in carry-on</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal) per FAA 49 CFR</li> <li>Devices should be carried in carry-on where possible</li> <li>If checked: device must be off, protected from damage and accidental activation</li> <li>Power banks and spare batteries must remain within reach during flight – not in overhead bin</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>Carry-on only – strictly no checked baggage</li> <li>≤ 100 Wh without approval; 101–160 Wh with prior approval (max. 2)</li> <li>Must remain within reach during flight (not in overhead bin)</li> <li>Damaged, swollen, or modified batteries strictly forbidden</li> <li>Source: United Airlines battery policy aligned with FAA 49 CFR</li> </ul> |
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**7.2 Airline Detail – Southwest Airlines (WN)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted in carry-on</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal) per FAA 49 CFR</li> <li>Devices off or in transport mode</li> <li>Spare batteries carry-on only (max. 20 per passenger)</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>Carry-on only</li> <li>If using a power bank in-flight: must be visible at all times, not inside a bag (effective May 2025 – first U.S. airline to require this)</li> <li>≤ 100 Wh without approval; 101–160 Wh with approval (max. 2)</li> <li>Source: Southwest Airlines policy update, May 2025</li> </ul> |
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**7.2 Airline Detail – ANA / Japan Airlines (NH / JL)**

⚠ Japan-specific: Japan’s MLIT is implementing a nationwide in-flight power bank use ban across all carriers operating Japanese routes, effective April 2026. This applies to all airlines on Japan routes, not just Japanese carriers

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>Japan follows ICAO TI – no deviations from IATA A154 / A164 for in-equipment batteries</li> <li>Devices off or in transport mode</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>No in-flight use or charging (ANA/JAL already enforcing, MLIT nationwide ban from April 2026)</li> <li>Carry-on only; no overhead bin storage</li> <li>≤ 100 Wh standard; 101–160 Wh with approval</li> <li>Applies to all airlines on Japan routes from April 2026</li> <li>Source: MLIT directive; ANA/JAL carrier policies as of March 2026</li> </ul> |
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**7.2 Airline Detail – Cathay Pacific (CX)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>Per standard IATA A154 / A164 – no deviations for in-equipment batteries</li> <li>Devices off or in transport mode</li> <li>Devices with installed batteries also permitted in checked baggage if fully off</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>No in-flight use or charging (2025)</li> <li>Carry-on only; no overhead bin</li> <li>≤ 100 Wh without approval; 101–160 Wh with approval</li> <li>Strict enforcement at Hong Kong International Airport</li> <li>Source: Cathay Pacific DG policy, current as of March 2026</li> </ul> |
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**7.2 Airline Detail – Qatar Airways (QR)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>Follows IATA DGR A154 / A164 standard provisions</li> <li>Devices off or in transport mode</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>No in-flight use or charging</li> <li>Carry-on only; standard IATA limits (≤ 100 Wh / 101–160 Wh with approval)</li> <li>Thermal imaging scan of power banks reported at Doha (DOH) security</li> <li>Source: Qatar Airways DG policy, current as of March 2026</li> </ul> |
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**7.2 Airline Detail – Turkish Airlines (TK)**

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>Follows IATA DGR / ICAO TI standard provisions</li> <li>Devices off or in transport mode</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>Carry-on only; standard IATA limits apply</li> <li>No formal in-flight use ban announced as of March 2026 (confirm before travel)</li> <li>Source: Turkish Airlines DG policy, current as of March 2026</li> </ul> |
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**7.2 Airline Detail – Ryanair (FR) / easyJet (U2)**

**i** European LCCs: As of March 2026, Ryanair and easyJet have not introduced in-flight power bank use bans beyond IATA/EASA baseline requirements. However, this sector is under active ICAO review and could change. Standard IATA rules apply.

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted per IATA A154 / A164</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>No carrier-specific deviations for in-equipment batteries as of March 2026</li> <li>Devices off or in transport mode</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>Carry-on only (both carriers) – standard IATA limits</li> <li>Ryanair: no formal in-flight use ban as of March 2026</li> <li>easyJet: no formal in-flight use ban as of March 2026 (incident: power bank fire on EZY flight Geneva 2023)</li> <li>Situation subject to change – verify before travel on European routes</li> </ul> |
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**7.2 Korean Air (KE) / Asiana Airlines (OZ)**

⚠ South Korea-specific: Korea’s MOLIT issued a March 2025 directive covering all flights to/from Korean airports. Power bank restrictions apply to all carriers operating Korean routes, not just Korean airlines.

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| <p><b>RACE RESULT Equipment – Status</b></p> <ul style="list-style-type: none"> <li>Batteries contained in equipment: fully permitted</li> <li>≤ 100 Wh per battery (Li-Ion); ≤ 2 g (Li-Metal)</li> <li>Follows ICAO TI and Korean MOLIT regulations – no deviations for in-equipment batteries</li> <li>Devices off or in transport mode</li> </ul> | <p><b>Power Banks / Spare Batteries – RESTRICTED</b></p> <ul style="list-style-type: none"> <li>No in-flight use or charging (MOLIT directive, March 2025)</li> <li>Carry-on only; no overhead bin</li> <li>Strict enforcement at ICN (Incheon) and GMP (Gimpo) airports</li> <li>Applies to ALL carriers on Korean routes</li> <li>Source: Korean MOLIT directive, effective March 2025</li> </ul> |
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**8 – Quick Reference for Security & Check-In Staff**

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| <p>✓ Battery type: Li-Ion (UN 3481) or Li-Metal (UN 3091) – Class 9, permitted in carry-on under IATA Special Provisions A154 / A164.</p>  |
| <p>✓ Energy limits: All RACE RESULT Li-Ion batteries ≤ 100 Wh. All Li-Metal batteries ≤ 2 g lithium content. Within unrestricted carry-on threshold for all carriers listed</p>                      |
| <p>✓ Classification: Batteries CONTAINED IN EQUIPMENT – not standalone power banks. Standard battery-in-equipment provisions apply. Recent power bank bans do not affect RACE RESULT devices..</p>   |
| <p>✓ Device condition: Switched off or in transport mode. No visible damage or swelling.</p>   |
| <p>✓ Checked baggage: Batteries installed in devices generally permitted (device off). Spare batteries prohibited.</p>   |
| <p>✓ Legal basis: IATA DGR 67th Ed. (2026), Special Provisions A154 / A164. ICAO TI 2025–2026, Annex 18..</p>  |
| <p>⚠ Device count limits (15 PED): Lufthansa Group, Emirates, Singapore Airlines, Delta Air Lines, KLM. For large equipment sets (&gt;10 devices per passenger), verify with airline in advance.</p> |
| <p>⚠ Air France: Max. 2 spare/external batteries per passenger – stricter than IATA standard. Does not affect batteries installed in equipment, but verify for spare battery carriage.</p>           |
| <p>⚠ Japan routes (all carriers): MLIT nationwide power bank in-flight ban from April 2026. In-equipment batteries unaffected.</p>   |
| <p>⚠ Korea routes (all carriers): MOLIT power bank restrictions since March 2025. In-equipment batteries unaffected.</p>   |

# LITHIUM BATTERY – CARRY-ON BAGGAGE INFORMATION SHEET

race result AG · Version 3.0 · April 2026 · IATA DGR 67th Ed. (2026) · ICAO TI 2025–2026

www.raceresult.com

## 8 – Document Information

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