

Issued: 30 January 2014

Use of Portable Electronic Devices During Commercial Air Transport Aircraft Operation

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	All Part-M Subpart G Continuing Airworthiness Management Organisations
Flight Operations:	All Aeroplane and Helicopter AOC Holders and PAOC Holders
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 The European Aviation Safety Agency (EASA) has published [Safety Information Bulletin \(SIB\) No. 2013-21](#) providing short term guidance to operators intending to expand the use of non-transmitting Portable Electronic Devices (PEDs) to, potentially, all phases of flight. Some initial recommendations for intentionally transmitting PEDs (T-PEDs) are included.
- 1.2 The purpose of this IN is to inform operators of the process they may follow when allowing PED use to be expanded to, potentially, the whole flight. The IN refers to both PEDs and T-PEDs with their transmitting function disabled, e.g. in "Flight safe" or "Airplane" mode.

2 Scope

- 2.1 PED use during Commercial Air Transport (CAT) operation in the UK is currently permitted during non-critical phases of flight, as outlined in Aeronautical Information Circular [AIC 1/2004 \(Pink 62\) 'Use of Portable Electronic Devices in Aircraft'](#). Before allowing the use of PEDs and T-PEDs (with the transmitting function disabled) during taxi, take-off or landing, operators should demonstrate compliance with all aspects of the above SIB including the provision of a Safety Case acceptable to the CAA.
- 2.2 Certain aircraft are equipped with systems that control connectivity of T-PEDs through installed WiFi networks, or picocells for mobile phones and other cellular devices. Any in-flight restrictions associated with use of these systems are not affected by this IN.

- 2.3 The EASA SIB No. 2013-21 specifically requires T-PEDs to be switched off or have the transmitting function disabled for the duration of the flight.

3 Operator Requirements

- 3.1 EU-OPS 1.110 [JAR-OPS 3.110] states: *'An operator shall not permit any person to use, and take all reasonable measures to ensure that no person does use, on board an aeroplane [a helicopter] a portable electronic device that can adversely affect the performance of the aeroplane's [helicopter's] systems and equipment.'* The EASA Air Operations regulation reflects a similar requirement at CAT.GEN.MPA.140.
- 3.2 Prior to allowing the use of PEDs, operators should demonstrate that radio frequency energy does not pose a risk to aircraft systems and equipment by producing a Safety Case and response to the EASA SIB, that will provide mitigations and recommended controls for each possible effect of PEDs on aircraft receiver systems. Low Visibility Operations require specific consideration.
- 3.3 The Operations Manual should include policies and procedures requiring any T-PEDs to be switched off or have the transmitting function disabled when the passengers have boarded the aircraft and all the passenger doors are closed, until a passenger door has been opened at the end of the flight. Additionally the following topics should be covered:
- a) PED/T-PED stowage, including which PEDs/T-PEDs should be appropriately stowed, for taxi, take-off and landing.
 - b) Content of passenger briefings including passenger safety cards.
 - c) Training of flight crew and cabin crew.
 - d) Appropriate mitigation for identified risks.
 - e) Crew procedures in the event of interference or suspected interference from PEDs/T-PEDs including occurrence reporting.
- 3.4 The operator should demonstrate that flight crew and cabin crew are adequately briefed/trained.
- 3.5 Passengers should be provided with supplementary information on PED/T-PED policy, available prior to flight and in-flight.
- 3.6 When communicating to passengers operators should use common device terminology, e.g. mobile phones, e-readers, laptops, notebooks, tablet computers and MP3 players.
- 3.7 When establishing stowage requirements, a handheld PED is considered to be a device that is intended to be used whilst being held comfortably in one hand. Larger PEDs such as laptops and notebooks are not considered to be handheld devices. Any PED accessories, e.g. earphones or cables connecting a device to the aircraft in-seat power supply, must not be allowed to obstruct access to aisles and exits during taxi, take-off and landing.
- 3.8 If any aircraft within the operator's fleet are equipped with certificated onboard systems that permit the use of PEDs or T-PEDs, an assessment of the Aircraft Flight Manual (AFM) should be undertaken to ensure that expanded PED use does not contradict any normal/abnormal procedures or limitations. Any identified change to the AFM should follow the usual EASA approval process. The use of such systems and interfacing T-PEDs is not expanded by this IN or the referenced SIB, although use of interfacing T-PEDs once their transmitting function has been disabled might be considered.