



# Advisory Circular

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## **USE OF PORTABLE ELECTRONIC DEVICES ABOARD AIRCRAFT**

### **1.0 PURPOSE**

This circular provides guidance on how an operator may permit use of specified portable electronic devices and other devices that the operator of the aircraft has determined will not interfere with the safe operation of the aircraft in which it is operated. The recommendations contained herein are one means, but not the only means, of complying with The Civil Aviation Regulation requirements, pertaining to the operation of portable electronic devices.

### **2.0 REFERENCE**

2.1 Regulation on Portable electronic devices of the Civil Aviation (Operation of Aircraft) Regulations.

### **3.0 DETERMINATION OF USE OF ELECTRONIC PORTABLE DEVICES ABOARD AN AIRCRAFT**

3.1 Determination of the effect of a particular electronic device on the navigation and communication system of the aircraft on which it is to be used or operated shall be made by the operator of the aircraft.

3.2 During a safe cruising altitude, a pilot may allow the devices to be operated and if interference is experienced, the types of devices causing interference shall be identified and isolated, along with the applicable conditions recorded. The device responsible for the interference shall then be turned off. If many operators collect this type of data with specific information, a large enough database could be generated to identify specific devices causing interference.

3.3 The operator may elect to obtain the services of any other person or facility having the capability of making the determination for the particular electronic device and aircraft concerned.

### **4.0 RECOMMENDED PROCEDURES FOR THE OPERATION OF PORTABLE ELECTRONIC DEVICES ABOARD AIRCRAFT**

4.1 If an operator allows the use of portable electronic devices aboard his aircraft, procedures should be established and spelled out clearly to control their use on board an aircraft. These procedures should provide the following:

4.1.1 Methods to inform passengers of permissible times, conditions, and limitations when various portable electronic devices may be used. This may be accomplished through the departure briefing, passenger information cards, pilot in command's announcement, and other methods

deemed appropriate by the operator. The limitations, as a minimum, should state that use of all such devices (except certain inaccessible medical electronic devices, such as pacemakers) are prohibited during any phase of operation when their use could interfere with the communication or navigation equipment on board the aircraft or the ability of the flight crew to give necessary instructions in the event of an emergency.

4.1.2 Procedures to terminate the operation of portable electronic devices suspected of causing interference with aircraft systems.

4.1.3 Procedures for reporting instances of suspected and confirmed interferences by a portable electronic device to the Authority.

4.1.4 Flight crew to cabin crew coordination and flight crew monitoring procedures.

4.1.5 The operation of a portable electronic device is prohibited, unless the device is specifically listed in the Operations Manual of the operator. The use of all other portable electronic devices is prohibited, unless the operator determines that the operation of that device will not interfere with the communication or navigation system of the aircraft on which it is to be operated.

4.1.6 Prohibiting the operation of any portable electronic devices during the takeoff and landing phases of flight. It must be recognized that the potential for personal injury to passengers is a paramount consideration as well as the possibility of missing important safety announcements during these important phases of flight. This is in addition to lessening the possible interference that may arise during sterile cockpit operations (below 10,000 feet).

4.1.7 Prohibiting the operation of any portable electronic devices aboard aircraft, unless otherwise authorized, which are classified as intentional radiators or transmitters. These devices include, but are not limited to:

- a) Radio broadcasting receivers/transmitters.
- b) Cellular/satellite telephones.
- c) Remote control devices.

4.2 Telephones, which have been permanently installed in the aircraft, are licensed as air-ground radio-telephone service in the appropriate frequencies band. In addition, they are installed and tested in accordance with the appropriate certification and airworthiness standards. These devices are not considered portable electronic devices provided that they have been installed and tested by an appropriately approved repair station or an air operator's maintenance organisation and are licensed by the appropriate Communication regulator as air-ground units.

**4.3** Use of manufacturers' information, when provided, with each device that informs the consumer of the conditions and limitations associated with its use aboard aircraft

4.4 Air operators planning to equip their aircraft with M-PED will provide evidence to the Authority that the M-PED equipment meets the RTCA/DO-160D Section 21, Category M, emission levels, or conducts the ground EMI/RFI evaluation described above



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**Civil Aviation Authority**