



EASA

European Aviation Safety Agency

New provisions on the use of portable electronic devices (PEDs)

**2nd Workshop on the Implementation
of the AIR OPS Regulation (EU) No 965/2012**

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TE.GEN.00409-001



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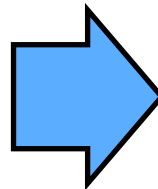


Part-CAT – Implementing Rule (IR)

CAT.GEN.MPA.140

The operator shall not permit any person to use a portable electronic device (PED) on board an aircraft that could adversely affect the performance of the aircraft's systems and equipment, and shall take all reasonable measures to prevent such use.

No change to the
IR, but to the
AMC/GM



Decision
2014/029/R



To permit the use of all PEDs during all phases of flight

1. The operator has to demonstrate that PEDs have no negative impact on the safe operation
2. Following 1., the operator decides which PED may be used during which phases of flight



Categories of PEDs

GM1 CAT.GEN.MPA.140

- Non-intentional transmitters
 - Audio and video players, electronic games, etc.
 - Can non-intentionally radiate transmissions
- Intentional transmitters (T-PEDs)
 - Mobile phones, smartphones, computers with mobile phone connection or WLAN, etc.
 - Radiate transmissions as part of their intended function



'History'

➤ Oct 2013

- FAA allows airlines to expand use of PEDs, including T-PEDs

➤ Nov/Dec 2013

- EASA PED I: AMC Part-CAT and EASA SIB

*'The use of PEDs, **excluding T-PEDs**, may be permitted during all phases of flight.'*

➤ Sep 2014

- EASA PED II: AMC/GM Part-CAT (-NCC, -NCO, -SPO)

*'The use of **all PEDs** may be permitted during all phases of flight.'*



Technical Prerequisites

- 8 scenarios for permitting the use of PEDs
 - See next slide
- Electromagnetic interference (EMI) assessment
 - Procedures for assessment
 - Reference to industry standards (EUROCAE, RTCA)
 - Alternative assessments of operator-controlled PEDs (C-PEDs) and cargo tracking devices



AMC1 CAT.GEN.MPA.140 - 8 scenarios

No.	Technical condition	Non-intentional transmitters	T-PEDs
1	Certified as T-PED tolerant	All phases	All phases
2	Complete electromagnetic interference (EMI) assessment	All phases	All phases
3	Certified as T-PED tolerant for particular technologies (e.g. WLAN)	All phases	All phases, restricted to particular technologies
...
7	No assessment	All phases - except low visibility approach	Not permitted
8	In any case	a) before taxi-out b) during taxi-in after end of landing roll c) during delayed departure	



Operational procedures

- Use in passenger compartment
 - Procedures and training
 - Stowage, passenger information and briefing
 - Safety measures
- Use in flight crew compartment
 - E.g. electronic flight bags (C-PEDs)
- PEDs not accessible during flight
 - Cargo tracking devices in cargo bay



Main features

- AMC/GM is (of course) fully in line with the Implementing Rule, i.e. only use PEDs when it is safe
- AMC/GM of PED II follows the logic and maintains the provisions of PED I
- Same provisions for aircraft certification and for operational assessment
- AMC/GM make use of industry standards
- Operator decides on the effort, depending on the airframe
- In Europe the operator may permit mobile phone use during flight



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Thank you for your attention

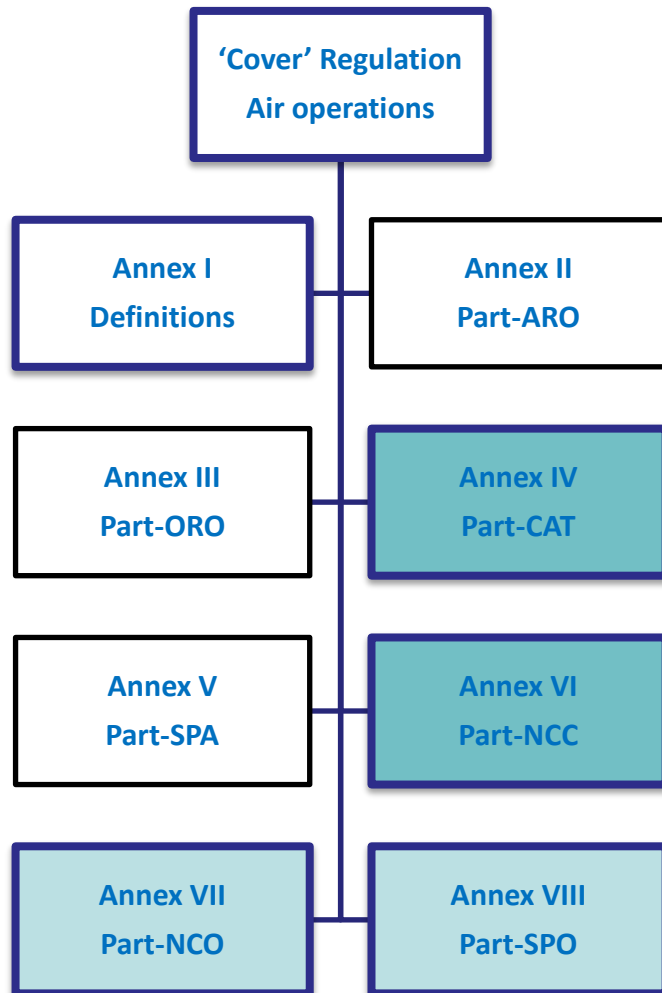
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AIR OPS rule structure (Reg. 965/2012)



- **Part-ARO:** Authority requirements - OPS
- **Part-ORO:** Organisation requirements - OPS
- **Part-CAT:** Commercial air transport operations
- **Part-SPA:** Operations requiring specific approvals
- **Part-NCC:** non-commercial operations with complex motor-powered aircraft (CMPA)
- **Part-NCO:** non-commercial operations with other-than-CMPA
- **Part-SPO:** specialised operations, e.g. aerial work



Technical prerequisites - 8 scenarios

No.	Technical condition	Non-intentional transmitters	T-PEDs
1	Certified as T-PED tolerant	All phases	All phases
2	Complete electromagnetic interference (EMI) assessment	All phases	All phases
3	Certified as T-PED tolerant for particular technologies (e.g. WLAN)	All phases	All phases, restricted to particular technologies
4	Front door coupling OK Back door coupling OK for particular technologies	All phases	All phases, restricted to particular technologies
5	Front door coupling OK	All phases	Not permitted
6	Back door coupling OK for particular	All phases - except low visibility approach	All phases – except low visibility approach, restricted to particular technologies
7	No assessment	All phases - except low visibility approach	Not permitted
8	In any case	Before taxi-out During taxi-in after end of landing roll Commander may permit the use during prolonged departure delays	



Timeframe – PED II

- Terms of Reference (ToR)
 - Published on 6 April 2014
- Notice of Proposed Amendment (NPA) 2014-14
 - Published on 24 June 2014
 - Comment period until 5 Aug 2014
 - 131 comments received
- Focussed Consultation
 - 19 – 20 August 2014
 - Positive feedback and useful comments
- Decisions/Comment Response Document (CRD)
 - For Part-CAT, -NCC, -NCO and –SPO published in Sep 2014