



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# Special OPS Evaluation of Cargo Tracker by EASA?

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30 January 2014

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# RFID BAGGAGE/CARGO TRACKING DEVICES (T-PEDs)

- Cargo/Baggage RFID/GSM tracking devices are now flooding the market place.
- Lack of EASA guidance is forcing each AEA operator to go through the process of 'approval' for the same product. This process is inefficient and not consistent. [Notes: (Safety)Recommendation E, Appendix-E of PED ARC Report to FAA has been published recently in September 2013]
- Is EASA working with other agencies to agree a standard (similar to Mobile phone Flight safe mode) for baggage RFID/GSM tracking devices?
- When will the related RMT.0241 & RMT.0242 [MDM.046(A) & MDM.046(B)] RMT.285 & RMT.0286 [MDM.088(A) & MDM (B)] task start and finish?

- CAT.GEN.MPA.140 (Portable Electronic Devices (PED) gives the responsibility for the assessment to the operator.
- AMC CAT.GEN.MPA.140 PED has already a section addressing electronic equipment in non accessible areas (cargo bay).
- Principles are reflected in PED ARC report.



# Answer to Industry demand

- Tracker manufacturer deals with each operator and overseeing NAA.
- FAA performs one operational evaluation leading to a Non Technical Objection (NTO) letter to help operators in their acceptance process.
- EASA answer:  
Since October 2013 EASA is offering an voluntary operational evaluation service analysing provided reports on AMC CAT.GEN.MAP.140 compliance leading to a report helping operators in their assessment.



# Point of Contact

## ► Point of Contact in EASA for Special OPS Evaluations:

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# Rulemaking activities

- PED policy was updated to expand non transmitting PED use to all phases of flight.
- RMT.0637 is expanding the use of T-PED.
- EASA is collection experience during the currently running cargo tracker evaluation projects but deactivation and risk mitigation concepts are quite different.



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**Any questions?**  
**Thank you for your attention**

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