



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

Portable Electronic Devices (PED)

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Still JAA OPS TGL 29?!

In October 2012 replaced by AMC and GM to CAT.GEN.MPA.140 and similar material for other types of operation.

[Link to document](#)



New in AMC CAT.GEN.MPA.140

- Separation between PED, Transmitting PED (T-PED) and controlled (by the operator) PED (C-PED)
- Separate guidance for Cockpit, Cabin and Cargo (non accessible during flight)
- Allow T-PED operation in case aircraft is certified accordingly or operator has assessed compatibility with aircraft systems (guidance is in ED-130).



Remaining Principles

- Operator remains responsible to allow or not PED operation.
- NAA have oversight over the operators.
- PED operation should be limited to non critical phases of flight and exclude taxiing.



Help from EASA?

- Certify aircraft as PED resistant.
- EASA offers the voluntary service (Special OPS Evaluation) to assess reports intended to be used during the decision making process of the operator or to help operators or NAAs with PED assessments.

Result is recommendation only => No Technical Objection statement similar to the ones provided by the FAA.



Future Developments

- Request is handed in to EUROCAE to reactivate WG 58 to update ED-130
- PED ARC delivered report to FAA (not published) and FAA is preparing further guidance to operators. AC material and rule update is expected (2 year time frame).
- ICAO harmonization activities start on the subject.
- More communication on the subject like [CAP 1066](#) or this presentation



Thank you for your
attention