



EASA Safety Information Bulletin

SIB No.: 2010-23
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Subject: Use of Portable Devices in Aircraft by the Flight Crew

Description: An increasing number of portable devices are available within the aviation community to depict aircraft position, primary flight information and / or additional functionality.

This SIB is published to draw the attention of pilots, aircraft owners and operators to the fact that portable devices may not be subject to airworthiness approval.

As portable devices are not considered installed equipment (and thus outside of the airworthiness approval process of the European Aviation Safety Agency) their contribution to the flight task is heavily based on how these devices are operated in the aircraft.

Such portable units cannot replace any system or equipment that is required by type certification or by operating rules and they are not in compliance with EU-OPS 1.630(d) regulation (the same applies for JAR-OPS 3 "Commercial Helicopter Operations", paragraph 3.630(d)).

Additionally, they must not fit into the 'parts and appliances' definition of the European Commission Regulation (EC) [216/2008](#). If used or intended to be used in operating or controlling the aircraft in flight, they cannot be categorized as portable devices and requirements of European Commission Regulation (EC) [1702/2003](#) and in particular Part 21 Subpart K, are applicable. The large aeroplanes (i.e. transport category aircraft) community has accumulated vast experience with Portable Electronic Devices (PEDs) with a high degree of configurability and functionality and it is considered beneficial to aviation safety to learn from their experience. The JAA/EASA has already established relevant guidance with respect to possible interferences and functionality facilitating the usage of PEDs and this guidance can be found in the JAA/EASA Temporary Guidance Leaflets (TGL) 29 (Guidance Concerning the Use of Portable Electronic Devices on Board Aircraft) and TGL 36 (Approval of Electronic Flight Bags) respectively.

Note: Although some of these portable devices are advertised by their manufacturers as Electronic Flight Bag (EFB),

software applications depicting own-ship position (navigation, situation awareness or otherwise) are not eligible for portable EFBs. EASA does not agree to accept these devices as EFBs. The references to [TGL 29](#) and [TGL 36](#) have to be understood as assistance material, as explained below.

The above leaflets were written with large aircraft in mind and their usage cannot literally capture every possible application or usage of PEDs – especially the ones that are highly configurable. However, the logic and philosophy of the TGLs are still applicable to general aviation and contain examples, attachment methods, functionality and classes applicable to each PED. The general aviation community is therefore invited to use these documents as assistance in order to ensure that avoidance of unwanted interaction with approved equipment is encountered or any misleading information is presented in the cockpit.

Applicants for changes to a Type Design that seek for an airworthiness approval of an installation of those devices on aircraft are reminded that, since most of them do not benefit from ETSO authorizations covering the available functions, they would require further evaluation during certification, in particular in terms of minimum performance, environmental qualification, or configuration control and qualification of the hardware and software. This certification may involve a considerable amount of time and effort or may require the equipment supplier support to provide the adequate substantiation data. Involved DOAs (Design Organisation Approval) or NAAs (National Aviation Authority) should contact the Agency for further guidance.

Contact:

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