

AERONAUTICAL INFORMATION CIRCULAR - MOÇAMBIQUE
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AIC - International
07/12
15 March

ADVISORY

USE OF PORTABLE ELECTRONIC DEVICES ABOARD AIRCRAFT

1. AUTHORITY

This circular is issued by the Executive Chairman of the Instituto de Aviação Civil de Moçambique (IACM) in pursuance of powers vested in him under Article 31 of Law Nº 21/2009 of 21 September and Article 12 of Resolution 19/2011 of 30 November.

2. PURPOSE

2.1 This Advisory Circular, which provides aircraft operators with information and guidance for assistance in compliance with MOZCARs 121.05.27 is established because of the potential for portable electronic devices (PED) to interfere with aircraft communications and navigation equipment.

2.2 The regulation prohibits the operation of portable electronic devices aboard Mozambique civil aircraft or any other aircraft while operating under instrument flight rules (IFR) in the airspaces of Mozambique. The regulation also allows 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 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.

2.3 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.

3. DISCUSSION

3.1 MOZCARs 121.05.27 allows for the operation of portable electronic devices which the operator of the aircraft has determined will not interfere with the navigation or communication system of that aircraft. The determination of the effect of a particular device on the navigation and communication system of the aircraft on which it is to be used or operated must, in case of an aircraft operated by an AOC holder or under other operating authorisation, be made by that operator (i.e., certificate holder).

3.2 In all other cases, a determination must be made and it may be made by the operator and/or the pilot-in-command (PIC). In some cases, the determination may be based on operational tests conducted by the operator without sophisticated testing equipment. When safely at cruise altitude, the pilot could allow the devices to be operated. If interference is experienced, the types of devices causing interference could be isolated, along with the applicable conditions recorded. The device responsible for the interference should 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 a person or facility having the capability of making the determination for the particular electronic device and aircraft concerned. The regulation requires commercial air operators to determine whether a particular portable electronic device will cause interference when operated aboard its aircraft. Personnel specifically designated by commercial air operators for this purpose may make this determination. For other aircraft, the language of the regulation expressly permits the determination to be made by the PICs or operators of the aircraft. Thus, in the case of rental aircraft, the renter-pilot, lessee, or owner-operator could make the determination.

4. 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 during passenger-carrying operations. The procedures, when used in conjunction with an operator's programme, should provide the following:

- a) 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, captain'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 flightcrew to give necessary instructions in the event of an emergency.

- b) Procedures to terminate the operation of portable electronic devices suspected of causing interference with aircraft systems.
- c) Procedures for reporting instances of suspected and confirmed interferences by a portable electronic device to the Authority.
- d) Cockpit to cabin coordination and cockpit flightcrew monitoring procedures.
- e) Procedures for determining acceptability of those portable electronic components to be operated aboard its aircraft. The operator of the aircraft must make the determination of the effects of a particular portable electronic device on the navigation and communication systems of the aircraft on which it is to be operated. The operation of a portable electronic device is prohibited, unless the device is specifically listed in the Operations Manual of the operator. But, even if the device is specifically accepted from the general prohibition on the use of portable electronic devices, an operator may prohibit use of that portable electronic device. 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.
- f) 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).
- g) 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:
 - (i) Radio broadcasting receivers/transmitters.
 - (ii) Cellular/satellite telephones.
 - (iii) Remote control devices.

4.2 Portable electronic devices designed to transmit have extra consideration. There are certain devices, which by their nature and design, transmit intentionally; they include cellular telephones, broadcasting radios, remote control devices.

4.3 Currently, the Authority does not prohibit use of cellular telephones in aircraft while on the ground if the operator has determined that they will not interfere with the navigation or communication system of the aircraft on which they are to be used. An example might be their use at the gate or during an extended wait on the ground, while awaiting a gate, when specifically authorized

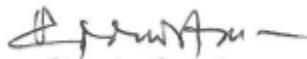
by the captain. A cellular telephone will not be authorized for use while the aircraft is being taxied for departure after leaving the gate. The unit will be turned off and properly stowed; otherwise it is possible that a signal from a ground cell could activate it. Whatever procedures an operator elects to adopt should be clearly spelled out in oral departure briefings and by written material provided to each passenger to avoid passenger confusion.

4.4 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.

4.0 MANUFACTURERS' TEST CRITERIA FOR PORTABLE ELECTRONIC DEVICES

4.1 Air operators should use manufacturers' information, when provided, with each device that informs the consumer of the conditions and limitations associated with its use aboard aircraft.

EXECUTIVE CHAIRMAN



Afonso Sande Cuinhane
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