



सत्यमेव जयते

GOVERNMENT OF INDIA

**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**  
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENTS**  
**SECTION 5 - AIR SAFETY**  
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Subject: Safety Hazard–Use of Mobile/Cellular Telephones inside the aircraft during flight.

1. INTRODUCTION

- 1.1 Safety information internationally exchanged reveals specific cases where use of mobile telephone by passengers inside the aircraft cabin had caused erratic performance of aircraft airborne equipment leading to serious safety hazards during the flight of the aircraft.
- 1.2 Typical instances include automatic disengagement of the autopilot at an altitude of 400 feet above ground level during an auto pilot assisted approach. The commander, however, continued the approach as the runway was in sight to land uneventfully. In another case, after getting airborne with the Heading and VNAV selected, the flight director commanded a right turn while the aircraft was still on the runway heading. Subsequently at 1DME when a left turn was selected and heading selector (HDG SEL) was pressed, there was no output and the flight director still commanded a right turn. An immediate public announcement was made for any passenger using mobile/hand phone to switch off the set immediately. The cabin crew in this case confirmed use of the mobile phone by a passenger in seat Row No. 3 when the above public announcement was being made.
- 1.3 M/s Boeing Co. had in one of their Service Letter to all operators on the subject of passenger carry on electronic devices conveyed concern of the operators on the adverse effect of electromagnetic emissions from these devices on airplane navigation, control and communication system. This is because that the portable electronic devices carried on board airplane by

passengers are not guaranteed to meet the stringent electromagnetic emission standards imposed on certified airborne equipment. Many of these portable electronic devices have shown significant radio frequency emissions in excess of allowable levels within the frequency band of aircraft communication and navigation systems. The Boeing Co. have, therefore, suggested to the operators that any passenger electronic device which intentionally transmits radio signals should be prohibited for use by passengers at all times while on board airplane. These electronic devices include mobile/cellular phones, amateur radio transceivers, CB radios and transmitters that control devices such as toys, etc. The other type of passenger carry on electronic devices which is not an intentional transmitter of radio signals such as laptop computers, video cameras, electronic entertainment devices, electric shavers, etc. should also be prohibited for use during taxi, take-off, climb out, descent, final approach and landing phases of the flight in transmitting mode.

1.4 Federal Aviation Administration (FAA) and European Union Aviation Safety Agency (EASA) has determined that airlines can safely allow use of Portable Electronic Devices (PEDs) by passengers during all phases of flight and have provided the airlines with implementation guidance. The usage of PEDs is recommended only in flight/airplane mode during flight. The above decision is based on the advancement in technology and research on usage of mobile phones in air, inputs from airlines, aircraft manufacturers, travelling public, pilots, cabin crew and mobile technology companies.

1.5 In order to ensure safety of aircraft operation in flight, this Civil Aviation Requirement is issued under the provisions of Rule 29B read in conjunction with Rule 133A of the Aircraft Rules, 1937.

## 2. APPLICABILITY

2.1 This Civil Aviation Requirement is applicable to all persons on board all Indian Civil Registered aircraft and to all Indian operators engaged in scheduled and non-scheduled operations.

## 3. REQUIREMENTS

3.1 No person shall use any electronic device, which intentionally transmits radio signals like mobile/cellular phones, amateur radio transceivers, etc. at all times while on board an aircraft for the purpose of flight.

3.2 Electronic devices, intentionally transmitting radio signals like mobile/cellular phones, amateur radio transceivers, etc., if carried on board, shall be kept in non-transmitting mode (commonly referred to as Flight/Airplane Mode).

3.3 Passenger carry on electronic devices which are not intentional transmitter of radio signals such as laptop computers, video cameras, electronic entertainment devices, electric shavers, etc., if carried on board, shall not be used by any person, as announced by the cabin crew, inside the aircraft

during taxi, take-off, climb out, descent, final approach and landing phases of flight.

- 3.4 All operators shall by suitable means address passengers on board their aircraft emphasizing the above mentioned prohibition regarding the use of mobile/cellular phones and other carry on electronic devices inside the aircraft in transmitting mode prior to commencement of the flight highlighting safety aspect.
- 3.5 Cabin crew, besides their other duties, during the flight shall keep a watch on the passengers to ensure compliance of the above prohibitory requirements.
- 3.6 Any violation of these requirements during the flight should be brought to the notice of the Commander by the cabin crew and recorded in the flight report book for subsequent action by the operator against the defaulting person.
- 3.7 All operators shall include contents of this Civil Aviation Requirement in their company policy document and other operational documents like Operations Manual, Cabin Crew Manual, etc. for compliance by their concerned personnel.
- 3.8 All operators shall report PED events related to suspected or confirmed PED interference, smoke or fire caused by PED to DGCA (Kind Attn: DAS Hqrs.). They shall also evaluate their aircraft as being transmitting PED resistant.

#### 4 GUIDELINES FOR CREW TRAINING

All operators shall develop training program for crew on the following aspects:

- PEDs, if any, that cannot be used on board.
- Situation where PEDs are to be switched-off/on/kept in non-transmitting mode.
- Stowage of PEDs during take-off and landing.
- Applicability on type of aircraft.
- Update on PED policy of the operator.
- Procedure for handling PED interference normal, abnormal and during emergency.
- Procedures to recognize, respond and report suspected PEDs interference.
- Cabin crew responsibilities and procedures concerning use of PEDs.
- CRM and workload issues.



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