

► This RA has been substantially re-written; for clarity, no change marks are presented - please read RA in entirety ◀

RA 2360 - Portable Electronic Devices

Rationale

There are occasions where the carriage or operation of Portable Electronic Devices (PED) in or near UK military registered Air Systems is necessary or desirable. PED may constitute a Hazard to Air System Safety by means of Electro-Magnetic (EM) interference or battery fire. Consequently, this Regulatory Article (RA) requires the carriage and operation of PED in or near UK military registered Air Systems to be controlled.

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Definitions

Definitions Relevant to this RA

1. PED are any piece of lightweight, electrically powered equipment. Typically these are consumer electronic devices that are of a size that enables them to be carried with relative ease.

Applicability

Applicability

2. RA 2360 applies only to PED¹ which are not specifically cleared in the Release To Service² or Military Permit to Fly³.

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Portable Electronic Devices

2360(1) Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) **shall** publish orders for the carriage and operation of PED in or near Air Systems within their Area of Responsibility (AoR).

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3. Prior to approving PED in or near⁴ Air Systems within their AoR, ADH / AM(MF) **should** ensure a Safety Assessment⁵ for their use or carriage has been conducted which includes as a minimum:

- Their EM interference / EM compatibility with the Air System.
- The potential for Foreign Object Debris as a consequence of breakage eg screen / glass.
- Potential battery Hazards.

4. ADH / AM(MF) **should** detail in orders any requirement to switch off or to restrict transmission of PED during all, or specific phases of flight (including start-up, shut down and taxiing). As a minimum, PED known, or suspected, to transmit radio frequencies **should not** be permitted to transmit during critical phases of flight⁶.

¹ For electronic equipment that does not fall into the definition of PED, refer to RA 1340 – Equipment Not Basic to the Air System.

² Refer to RA 1300 – Release To Service.

³ Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task) and RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P).

⁴ Closer than the safe operating distance determined by the EM interference / EM compatibility assessment.

⁵ Refer to MAA 02 – Master Glossary.

⁶ For the purposes of this RA, critical phases of flight **should** include, but are not restricted to: taxi, take-off, approach, landing, fuelling and arming operations, mission critical stages and abnormal or emergency conditions.

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5. ADH / AM(MF) **should** seek advice from the appropriate Type Airworthiness Authority (TAA)⁷, in cases where it is impossible or unreasonable to request PED be switched off (eg aeromedical equipment for monitoring patients).
6. ADH / AM(MF) **should** detail in orders, procedures for the safe restraint of PED when carried on Air Systems within their AoR.

Battery Fire

7. ADH / AM(MF) **should** detail in orders, procedures for preventing or containing PED battery fires for all Air Systems within their AoR.

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Transmitting PED

8. All PEDs that are known (or suspected) to transmit radio frequencies are classed as transmitting PEDs.
9. If required for Risk Management, transmitting PED may be sub-classified as intentionally transmitting PED and unintentionally transmitting PED.
10. Examples of transmitting PED include, but are not limited to:
- a. Two-way radios.
 - b. Mobile phones of any type.
 - c. Satellite phones.
 - d. Tablets.
 - e. Smart watches.
 - f. Other devices with WiFi or Bluetooth capability.
 - g. Laptop Computers.
 - h. Electronic Aeromedical (eg heart monitor).

Negligible Transmitting PED

11. Some transmitting PED, eg implanted medical devices are of sufficiently low power that they may be regarded as negligible transmitters and therefore not subject to these restrictions. Where doubt exists about whether a device constitutes 'negligible' power status, advice may be sought from the appropriate TAA.

Battery Fire

12. For PED containing lithium batteries, further information is available in:
- a. The International Civil Aviation Organization document 9481⁸.
 - b. The International Air Transport Association (IATA) Dangerous Goods Regulations Sect 2.3.5.9 and Table 2.3A.
 - c. The IATA Lithium Battery Risk Assessment Guidance for Operators⁹.

General

13. The Airworthiness of Electronic Flight Bags (and any other airborne computer which is decoupled from Certified avionics) as Equipment Not Basic to the Air System¹⁰ remains with the Air System TAA, but approval for use of applications and data which are not part of the Air System Document Set, rests with respective ADHs / AM(MF)s.

⁷ Where the Air System is non-UK MOD-owned, regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of Type Airworthiness responsibilities TAM may be read in place of TAA as appropriate throughout this RA.

⁸ Refer to Doc 9481 – Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods 2023-2024.

⁹ [Lithium Battery Risk Assessment Guidance for Operators – 3rd Edition \(iata.org\)](#)

¹⁰ Refer to RA 1340 – Equipment Not Basic to the Air System.

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14. Consideration will be given to cyber security when allowing the use or carriage of PED in or near Air Systems.

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