Attachment "L"

USE OF PORTABLE ELECTRONIC DEVICES
(Section 6.6.26 (4) and (5))

The prohibited devices, the permitted devices without restrictions and the permitted devices with restrictions are defined as follows, and are to be used in accordance with the stated requirements as applicable:

The operator of the aircraft is responsible for informing the passengers of the regulatory requirement pertaining to prohibited devices, the use of devices which are permitted with restrictions and devices which are permitted without restrictions.

1. Prohibited Devices

Any device which intentionally radiates radio frequency signals, such as portable two-way communication devices, citizen band (CB) radios and transmitters that remotely control devices such as toys. Portable two-way communication devices include, but are not limited to, cellular phones, two-way radios, mobile satellite service handsets and personal communication services devices.

Radio telephones which are permanently installed in aircraft are installed and tested in accordance with appropriate certification and airworthiness standards. In the context of this Regulation, these devices are not considered prohibited portable two-way communication devices.

2. Permitted Devices (If demonstrated acceptable) - With Restrictions

Personal life support systems may be operated during all phases of flight, provided that these systems will not cause interference with the aircraft systems or equipment.

Other portable electronic devices may be used except during take-off, climb, approach and landing. Typically these phases of flight coincide with the “seat belt on” sign and the requirement to stow seat trays. Devices that may be used include, but are not limited to:

a) audio or video recorders;
b) audio or video playback devices;
c) computer or peripheral devices;
d) personal electronic entertainment devices;
e) calculators;
f) FM receivers;
g) TV receivers; and
h) electric shavers.

The responsibility for determining if passenger-operated electronic devices will cause interference is placed on the operator of the aircraft because there are no airworthiness standards for the manufacture of passenger-operated devices and no performance standards in relation to their use on an aircraft. It is therefore the responsibility of the operator of the aircraft to determine if these devices cause interference.
3. **Permitted Devices - Without Restrictions**
   a) hearing aids;
   b) heart pacemakers;
   c) electronic watches; and
   d) properly certified operator equipment, such as operator provided passenger air/ground telephone equipment operated in accordance with all other safety requirements.

4. **Suspected Interference**
   If interference from a portable electronic device is suspected, the operator of the aircraft shall prohibit the use of the device(s) by:
   a) confirming passenger use of electronic devices(s);
   b) terminating the use of portable electronic device(s); and
   c) rechecking the aircraft electronic equipment.
   The Operator is responsible for reporting incidents of interference by completing a report and forwarding to the aircraft manufacturer. The report should contain, as a minimum, the following information:

5. **Flight Information**
   a) aircraft type;
   b) date and UTC time of incident;
   c) aircraft location (VOR bearing/distance or latitude and longitude);
   d) altitude;
   e) weather conditions.

6. **Description of Interference**
   a) describe the effects on flight deck indicators, audio, or systems, including radio frequency/identification;
   b) duration and severity of interference;
   c) action taken by crew to identify the cause or source of interference.

7. **Identification of Portable Electronic Device**
   a) description of device;
   b) brand name;
   c) model;
   d) serial number;
   e) mode of operation (i.e. FM radio);
   f) device location (seat location);
   g) additional information as determined pertinent by the Crew.

8. **Identification of User**
   The name and telephone number of the passenger operating the device would be beneficial, if the passenger is willing to provide it, in case the device is requested for testing by the aircraft manufacturer.