



T-PEDs Operational Approval

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Transport
Canada

Transports
Canada

Canada

SCOPE (T-PEDs)

Airworthiness, Operational approvals

- **TCCA is harmonized with FAA concerning the applicable airworthiness requirements**
- **TCCA's Operational requirements for T-PEDs (e.g. cell phones, WI-FI) are completely different**
- **The Canadian equivalent to FCC is "Industry Canada". They do not have regulations to prohibit usage of cell phones in the air as the FCC. TCCA's CARs impose that prohibition**



Canadian Operating Rules, CARs

- The following is applicable to Canadian air operators operating under CAR's Subparts 703, 704 or 705 of the Canadian Aviation Regulations:

Use of two-way radio communication devices is prohibited at all times when the aircraft engines are running,



Canadian Operating Rules

- **In 2007, Westjet has requested an exemption from the operational requirements in order to allow passengers to use their cell phones during the “taxi-in” phase of flight (similar to many US operators)**
- **A “Risk Assessment” was conducted in order to support this request for an exemption**
- **The mitigation for this exemption resulted in development of certain conditions imposed on the operator**



Conditions for Exemption

- The air operator shall conduct testing in coordination with TCCA to verify and confirm that the use of the device does not interfere with the safe operation of the aircraft during the taxi-in phase
- Procedures shall be implemented to advise passengers when to use TPEDs
- Usage must be in accordance with the CARs pertaining to the stowage of carry-on baggage, equipment and cargo



Cont'd, Conditions for the exemption

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- Crew members shall not be permitted to use TPEDs during the taxi-in phase
- Crew members shall receive initial and recurrent training on the emergency and safety procedures associated with the introduction of the use of TPEDs authorized by this exemption



Conditions for “Exemption”

- The air operator shall amend the applicable parts of their company Operations Manual and crew member training programs to reflect the changes in emergency and safety procedures associated with the introduction of the use of TPEDs**
- Exemption is valid until June 1, 2010. (It may be cancelled if in the Minister’s opinion it is no longer in the public interest or is likely to affect aviation safety)**



T-PEDs Exemption

- **Test plan was developed based on information from RTCA DO-294 in order to determine the simulated test waveforms**
- **Analysis (FHA) to determine the systems to be monitored during this phase of flight (e.g. communications, FADEC, steering etc.)**
- **Testing was carried on Boeing 737-NG and no adverse effects were observed**



Notice of Proposed Amendment (NPA)

- Permitted devices with restrictions

- (ii) portable two-way radio communication devices may be used subject to all of the following conditions and restrictions being met:

- (A) use is prohibited at all times when the aircraft engines are running, with the exception of the taxi-in phase of flight..... The air operator shall conduct testing to ensure that permitted devices do not cause interference with aircraft systems.



WLAN

- **Since 2005 many Canadian airworthiness approvals were issued (STC's) for different aircraft types. Those STC's were on aircraft belong to foreign operators**
- **Testing was performed for each STC in a similar way as presented in FAA issue paper template**
- **In 2009, first WLAN operational exemption was issued to a Canadian operator (Airbus 330)**



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