

PORTABLE ELECTRONIC DEVICE NON-INTERFERENCE CHECKS

PHASE I - Ground Check

Verify that the Portable Electronic Devices (PEDs) do not interfere with the communication or navigation systems on the aircraft. The PED (or a representative number and various types of PEDs if multiple devices are being approved) should be placed in the location(s) where the devices will normally be operated. Operation of PEDs should not result in NAV flags, noise on COMM channels, interference over headsets, or other phenomena. A ground check is required prior to flight checks. A qualified pilot or maintenance technician should operate the aircraft systems as listed below and check the operation of any PEDs to be used. If the PED is equipped with a wireless connection that is used in flight, it should be enabled.

COMM Radios:

(circle one)

*N/A SAT UNSAT

For each:

1. With the PED operating, tune to 121.5 to ensure there is no interference caused by the PED.
2. Scan through radio channels to ensure there is no interference caused by the PED.
3. Check local ground and tower frequencies to ensure there is no break in squelch caused by the installation.

NAV Radios:

*N/A SAT UNSAT

For each:

1. With the PED turned OFF, perform a VOR/VOT ground check.
2. Verify that the VOR/VOT ground check is successful.
3. With the PED operating, perform a VOR/VOT ground check.
4. Verify that the VOR/VOT ground check is successful.

GPS/FMS:

*N/A SAT UNSAT

For each:

1. With the PED turned OFF. Ensure the correct position is displayed.
2. With the PED operating, ensure the correct position is displayed.

Autopilot:

*N/A SAT UNSAT

For each:

1. Ensure the autopilot self-test passes OK with the PED operating.

Other Aircraft Systems:

*N/A SAT UNSAT

For each:

Verify that there is no adverse effect on flight instruments with the PED operating. If interference or abnormal operation is detected, turn the PED OFF. If interference or abnormal operation goes away, there is likely interference from the PED. If interference or abnormal operation persists with the PED OFF, the cause may be interference from other devices or faulty aircraft systems.

I certify that the above Phase I checks have been completed and any interference have been noted below.

Print Name: _____ Date: _____ No Interference Observed

Signature: _____ Date: _____ Certificate#: _____

Anomalies or Interference Noted:

(*If an item was marked as N/A, please explain below)

(continued, next page)

PHASE II – Flight Check

The PED (or a representative number and various types of PEDs if multiple devices are being approved) should be placed in the location(s) where the devices will be normally be operated. Operation of PEDs should not result in NAV flags, noise on COMM channels, interference over headsets, or other phenomena. A ground check is required prior to flight checks. If the PED is equipped with a wireless connection that is used in flight, it should be enabled. The following items must be checked for non-interference in day-VMC conditions. All applicable equipment must be checked prior to submission:

Normal FMS Operations	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Communications, HF	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Communications, VHF	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Communications, SATCOM	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Primary & Multi-Functional Displays	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Airborne Radar	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Enroute GPS Operations	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Enroute VOR Operations	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Enroute NDB Operations	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
Enroute RNAV	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
ILS Standard approach, coupled	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
ILS Standard approach, uncoupled	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
ILS Backcourse Localizer	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
VOR approach	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
NDB approach	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
GPS approach	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>
TCAS operations	*N/A	<input type="checkbox"/>	SATISFACTORY	<input type="checkbox"/>	UNSATISFACTORY	<input type="checkbox"/>

I certify that the above Phase II checks have been completed and any discrepancies have been noted below.

Print Name: _____ Date: _____ No Interference Observed

Signature: _____ Date: _____ Certificate#: _____

Anomalies or Interference Noted:
 (*If the item was marked N/A, explain below)