

CASA RULES FOR IPADS

Errol Chopping, March 2017

General

This document is a summary of CAAP 233-1(1) which is CASA's advisory document about the use of electronic flight bags (EFBs) but only applies to the use of iPads running OzRunways. Other EFBs have some similar but different rules.

This document does not cover the reasons for these rules.

You may use an iPad in your aircraft. However, its use is restricted and governed by some rules and recommendations which you should know about. These are listed below.

All about the iPad and OzRunways

What can you use an iPad for?

You may use an iPad and OzRunways in your aircraft but its use is only to provide access to charts and documents. It may also be used for planning before you fly.

It may not be used for navigation in flight. Its GPS and navigational tools may only be used to aid situational awareness.

How big must it be?

The minimum size for an EFB is 200 mm diagonally across the screen. A mini iPad is of an acceptable size even though it is slightly less in size than this. An A4 iPad is OK.

Devices must not be too big or too small. A laptop computer is typically too big.

Can you mount it?

You can mount your iPad in your aircraft, where the mounts use clamps or velcro.

Mounting an iPad on a kneeboard is also approved. The mounts are not considered as a permanent fixture in the aircraft.

The iPad in its mounts must be adjustable to avoid glare, must be lockable and able to be switched off.

The iPad or its mount must not interfere with other aircraft systems, instruments or controls.

The iPad must be stored away during take offs, landings and in turbulent conditions. Storage at these times does not apply when the iPad is attached to a kneeboard.

Must it be accurate?

The data on the iPad must be accurate and contain the most recent versions of documents, facilities and charts. It is the responsibility of the user to make sure these documents are up-to-date.

The iPad software itself must be up-to-date and must be tested before flight. The user is responsible for downloading and installing new versions or the software.

What backups do you need?

An iPad may fail and thus requires backups. The backups can be another EFB or access to paper documents and charts. You can print all the information from OzRunways if you have an AirPrinter.

An iPad must not be used for navigation and thus other systems such as a directional gyro, magnetic compass, NDBs, VORs, approved GPS and paper charts should be available. An iPad can overheat and not function due to GPS use and ambient heat in the cockpit, thus backups are essential.

What power should you consider?

You should ensure that the iPad will not run out of battery power. Some devices which use interchangeable batteries (torches, headsets etc) may simply require that a spare set of batteries be carried, but iPads do not have changeable batteries.

You may use an aircraft power supply to keep your iPad operating but such use should not interfere with other aircraft systems. The cables associated with this extra power supply must also not interfere with aircraft systems.

What about your safety and workload?

The use of any EFB, including iPads should not have any adverse effect on your workload as a pilot or other flight crew member. You should not be distracted from other core aircraft management actions because of an EFB.

You should know what to do if the iPad causes overheating, creates smoke or a fire.

What other things can you use your iPad for?

CASA recommends that for private operations an EFB use only be used for flying even if the device can do other things. An iPad can do many other things which you might find useful, such as sending and receiving email messages, browsing the web, using maps and land navigation, taking and storing photos, checking the weather, as a camera, etc.

You should consider if or how such other activities might affect the iPad's benefit to flying.

So, what do you need to pass a ramp check when you have an iPad and OzRunways*?

Compulsory for every flight...

- Licence.
- Aviation medical. It must be up-to-date and you must comply with any restrictions on it (glasses etc)
- Maintenance release. The aircraft must be within hours. All work done. A daily inspection done and signed.
- The operating manual for the aircraft.

For navigation...

- * A navigation log. A plan showing distances, directions and heights. OzRunways can build this for you.
- * A fuel log. A schedule showing how much fuel on board at various stages, the expected fuel burn, and thus the endurance you expect. OzRunways can do this for you if you have correctly entered your aircraft details.
- * Weather. A copy of the appropriate and up-to-date NAIPS weather. OzRunways can also show weather, TAFs, ARFORs and NOTAMS.

Also, you are expected to have..

- * NOTAMS for departure and destinations. NAIPS can show this, and also OzRunways with the weather.
- * Appropriate and accessible charts and documents. OzRunways shows these, but you should have backups (see 'backups' above).
- * Done a weight and balance table using actual weights. OzRunways can do this provided you have correctly entered the information for your aircraft.

These are also checked, and are a good idea...

- * Submit a flight notification. Use NAIPS. OzRunways can also complete most of the fields using your plan and will do the submission.
- Use any checklists you have in the aircraft.
- Have and use any required emergency equipment, floatation vests, ELT, etc
- Be within CASA flight time restrictions

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