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To the attention of
the Head of Office of Airworthiness
of your EASA DOA organisation

NDU/NDU/CT1.0
Cologne, Germany, 30.11. 2023

[Sent via Email](#)

Subject: Continued Airworthiness action - Request for answer about Portable Electronic Device support provisions in the cockpit.

Dear Sir or Madam,

We address this letter for the attention of the Head of Office of Airworthiness of your EASA-approved design organisation.

We request your answer about the ongoing Continued Airworthiness activity about the risk of fires originating from lithium batteries associated with Portable Electronic Devices in the cockpit of commercial airplanes.

You will find more details on the next page.

Please send us an answer as requested in the next page to the functional mailbox CT1.0.AdminLAD@easa.europa.eu until January 31st 2024.

For the case that your Design Organisation has not approved the installations described thereafter, please send us a short answer indicating it.

For your information, this letter was sent to all EASA DOA organisations not holding Type Certificate. This wide distribution is related to the potential use of minor changes for such installations. Another coordinated action is ongoing with TC holders on the same topic.

In case you need any support with this request, please contact me using my contact details as shown in the footer of this letter.

Yours sincerely,


Nicolas Duprez



SURVEY ABOUT EFB BATTERIES FIRE RISKS FOR NON-TC HOLDERS

EASA has put together a task force with the mission to tackle the risks of fires originating from lithium batteries associated with the use of Portable Electronic Devices (PED) used in the cockpit for operational support also known as Electronic Flight Bags.

The installation and use of those devices are usually not covered by an Initial Airworthiness certificate, rather by EASA Air Ops rules approval.

It is however common practice to have the structural and electrical provisions for these PEDs to be certified by approved design organisation such as yours.

We would need you to communicate to us, if ever approved, the list of projects (minor changes or STC) including the installation of PED support provisions in the cockpit.

Please use the following format for the table in your answer:

DOA Name	Approval number	Date of approval	Applicable aircraft type(s)	Project title	STC (Yes/No)	Minor change (Yes/No)

Please note that such installation projects cannot be classified “minor change”, as defined in Part 21.A.91, anymore:

EASA has determined that the installation of such provisions should take into account not only the normal operations but also the the threat associated to thermal runaways of lithium batteries that are certified as part of the aircraft design.

The Special Conditions SC-G25.1585-01 “Mitigation of flight deck fires originating from lithium batteries that are not part of the aircraft design” were published accordingly on our website.

After compilation of all data from European DOA organisations, we will publish further details about further activities related to this topic.