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of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Cockpit distractions

Purpose: To emphasize to crewmembers and operators that engaging in tasks not directly related to required flight duties, including using personal electronic devices (PED), constitutes a safety risk.

Background: Recent incidents and accidents have revealed pilots using PEDs, including laptop computers and mobile telephones, for personal activities unrelated to the duties and responsibilities required for conduct of a flight. In one instance, two pilots were using their laptop computers during cruise and lost situational awareness, leading to a 150 mile fly-by of destination. In another instance, a pilot was texting after the aircraft pushed back from the gate and before the take-off sequence. In still another instance, a Federal Aviation Administration (FAA) inspector in the jump seat overheard a crewmember's mobile phone ring during the takeoff roll.

Discussion: It is a crewmember's responsibility to guard against distractions on the flight deck. Technology continues to advance and provides our industry with new tools to assist crews in accomplishing their jobs. For instance, electronic flight bags (EFB) (both installed and portable) and high speed data transfer units are two of the more recent and increasingly common devices available. For the traveling public, PEDs are an established fact of life, particularly in the highly mobile air transportation industry. While PEDs can be valuable tools in aviation operations, crewmembers cannot permit PEDs to distract them from focusing on duties and responsibilities related to the flight. Regulations regarding sterile flight decks prohibit crewmembers from performing any duties not relating to the safe operation of the aircraft during critical phases of flight. At other phases of flight, crewmembers must avoid becoming distracted by any task not related to the safe operation of the flight, whether it involves use of a PED or not. Maintaining the public trust is both a personal responsibility and professional requirement.

Recommended Action: Operators should create a safety culture that clearly establishes guidance, expectations and requirements to control cockpit distractions, including use of PEDs, during flight operations. Directors of Operations and Directors of Safety should review and reinforce these policies and guidance. Directors of training should review and reinforce crew training on this subject. Crewmembers should evaluate their personal practices, including those regarding the use of PEDs, to ensure they do not distract from or interfere with duties and responsibilities related to the flight.

Contact: Any questions regarding this InFO should be directed to the Part 121 Air Carrier Operations Branch, AFS-220 at (202) 267-8166.