

PAAUZYUW RULYF000127 2701623-UUUU--RULYSUU.  
ZNR UUUUU  
P 272010Z SEP 18 ZYB  
FM COMNAVAIRSYSCOM PATUXENT RIVER MD//4.0P//  
TO COMNAVAIRFOR SAN DIEGO CA//N421/N421D//  
COMNAVAIRFORES SAN DIEGO CA//N421/N421D1//  
COMUSNAVEUR ETD SIGONELLA IT//CO/XO/SE//  
CNATRA CORPUS CHRISTI TX//N421//  
COMNAVAIRSYSCOM PATUXENT RIVER MD//5.0D//  
DCMA AIMO BETHPAGE NY  
DCMA AIMO SAINT AUGUSTINE FL  
DCMA BELL HELICOPTER FORT WORTH TX  
DCMA BOEING SEATTLE WA  
DCMA LOCKHEED MARTIN OWEGO NY  
DCMA SAINT LOUIS MO  
DCMA SIKORSKY AIRCRAFT STRATFORD CT  
DCMA SAN DIEGO CA  
PEOASWASM PATUXENT RIVER MD//PMA275//  
NAVAIRSYSCOM PMA TWO TWO SIX CHERRY POINT NC  
AIRTEVRON TWO ONE PATUXENT RIVER MD//55RW3AA/55RW100A//  
INFO COMNAVAIRSYSCOM PATUXENT RIVER MD//4.0P/PMA207/PMA281/4.1//  
PEOTACAIR PATUXENT RIVER MD//PMA265//  
COMFLELOGSUPPWING FORT WORTH TX//407//  
MCAS KANE OHE BAY HI//CO/XO/SE//  
COMUSNAVEUR ETD SIGONELLA IT//CO/XO/SE//  
FLELOGSUPPRON FIVE ONE//40//  
BT  
UNCLAS  
MSGID/GENADMIN/MIL-STD-6040(SERIES)/B.0.01.00  
/COMNAVAIRSYSCOM PATUXENT RIVER/-/-/-/-/-//  
SUBJ/MULTIPLATFORM INTERIM FLIGHT CLEARANCE FOR USE OF PORTABLE  
/ELECTRONIC TABLETS IN FLIGHT//  
REF/A/DESC:DOC/COMNAVAIRSYSCOM/-/130802ZSEP2018/NOTAL//  
REF/B/MSGID:GENADMIN/COMNAVAIRSYSCOM/-/162009ZAUG2018//  
REF/C/DESC:NAVAIRINST 13034.1F/NAVAIR/-/30JUN2016//  
NARR/REF A IS IFC REQUEST.  
REF B IS PREVIOUS FLIGHT CLEARANCE FOR PORTABLE ELECTRONIC TABLETS.  
REF C IS AIRWORTHINESS AND CYBERSECURITY SAFETY POLICIES FOR AIR  
VEHICLES AND AIRCRAFT SYSTEMS.//  
POC/KEVIN MORRISSEY/CNTR/UNIT:4.0P FLIGHT CLEARANCE  
/NAME:PATUXENT RIVER MD/TEL:301-342-5741  
/EMAIL:KEVIN.C.MORRISSEY.CTR@NAVY.MIL//  
GENTEXT/REMARKS/1. IRT REF A, INTERIM FLIGHT CLEARANCE (IFC) IS  
GRANTED FOR TYCOM DESIGNATED NSH-60F, SH-60B, H-60F/H, MH-60R/S,  
UH-60L, UH-60N, UH-3D, NVH-3A, VH-3D, VH-60N, TH-57B/C, OH-58C,  
AV-8B, TAV-8B, C-2A, E-2C, E-2D, EA-6B, F/A-18A/B/C/D/E/F,  
EA-18G, NEA-18G, US F-35B/C, C/KC-130F/R/T/J, CH-53E, MH-53E, P-  
3A/B/C, EP-3E, P-3SP, AH-1W, AH-1Z, HH/UH-1N, UH-1Y, CH-46E, MV-

22B, CV-22B, C-12C, UC-12B/F/M/W, RC-12M, RC-12F, NC-12B, TC-12B, C-26A/D, EC-26D, RC-26D, P-8A, E-6B, F-5N/F, F-16A/B, T-38C, C-37A/B, UH-72A, U-6A, NU-1B, X-26A, UV-18A, O-2A, T-39D, NP-3C/D, T-34C, T-6A/B, T-45A/C, T-44A/C, VH-92A, KFIR C2, TA-4K, A-4K, AND HAWKER HUNTER MK-58/68 AIRCRAFT TO USE PORTABLE ELECTRONIC TABLETS IN FLIGHT WITHIN THE CONFIGURATION BOUNDARIES AND LIMITATIONS SET FORTH IN THIS IFC. THIS IFC CANCELS AND SUPERSEDES REF B. THIS APPROVAL DOES NOT SUPERCEDE COGNIZANT SECURITY AUTHORITY (CSA) POLICIES OR PROCEDURES THAT ARE IN PLACE TO PROTECT A SECURITY ENVIRONMENT OR ACCREDITATION. CHANGES TO REF B INCLUDE: ADDITION OF F-35B/C INTO AIRCRAFT LIST AND ADMINISTRATIVE.

2. AIRCRAFT CONFIGURATION AND LOADING: IAW APPLICABLE T/M/S NATOPS, NATIP, OTHER APPLICABLE NAVAIR FLIGHT CLEARANCES, AND AS FOLLOWS:

- A. ALL TABLETS LISTED ON THE PMA-281 EKB WEBSITE, [HTTPS:\(SLASH\)\(SLASH\)MPS.NAVY.MIL/EKB](https://mops.navy.mil/EKB) MEET THE CRITERIA FOR APPROVED PORTABLE ELECTRONIC TABLETS. ANY ADDITIONAL PORTABLE ELECTRONIC TABLET THAT MEETS THE BELOW REQUIREMENTS MAY BE USED AS A CARRY ON/CARRY OFF ITEM DURING FLIGHT THE WEBSITE WILL BE UPDATED FREQUENTLY TO LIST NEWLY-APPROVED DEVICES, HOLSTERS, AND FILTERS. TO HAVE A TABLET ADDED TO THE PMA-281 WEBSITE, THE FOLLOWING ITEMS MUST BE COMPLETED AND SUBMITTED TO THE POCS LISTED:
  - (1) APPROVED BATTERY, PARA 2.D.
  - (2) EMC SOF FOR EACH T/M/S, PARA 2.E.
  - (3) IN-FIELD FIT CHECK, PARA 2.B.(3).
- B. PORTABLE ELECTRONIC TABLETS MUST BE PHYSICALLY RESTRAINED DURING FLIGHT.
  - (1) EKB IS AUTHORIZED FOR FLIGHT IN EJECTION SEAT AIRCRAFT ONLY WITH THE HOLSTER THAT IS APPROVED FOR EJECTION SEAT AIRCRAFT UNLESS A SEPARATE FLIGHT CLEARANCE HAS BEEN ISSUED. THE HOLSTER IS LISTED ON THE PMA-281 EKB WEBSITE.
  - (2) EKB IS AUTHORIZED FOR FLIGHT IN NON-EJECTION SEAT AIRCRAFT BUT MUST BE UNDER POSITIVE CONTROL AT ALL TIMES
    - (A) NON-EJECTION SEAT, NON-CARRIER BASED FIXED WING AIRCRAFT ARE PERMITTED TO USE ALTERNATE MEANS OF RESTRAINT, BUT AIRCREW RETAIN RESPONSIBILITY FOR SAFE OPERATIONS OF AIRCRAFT AND AIRCRAFT SYSTEMS.
    - (B) FOR CARRIER-BASED AIRCRAFT, TABLETS MUST BE STOWED PRIOR TO CATAPULT LAUNCHES AND ARRESTMENT IAW LOCAL STANDARD OPERATING PROCEDURES AND DIRECTIVES.
  - (3) USE OF ANY NEW TABLET MUST COMPLETE AN IN-FIELD FIT CHECK TO ENSURE IT IS USABLE WHILE SEATED IN THE AIRCRAFT, REGARDLESS OF MOUNTING METHOD. FIT CHECK SHOULD ENSURE TABLET DOES NOT INTERFERE WITH FLIGHT CONTROLS, AIRCREW FUNCTIONS, EGRESS, OR ACCESS TO SURVIVAL ITEMS OR SYSTEMS.

- C. NVIS FILTERS ARE AUTHORIZED FOR NIGHT VISION COMPATIBILITY AND SHALL BE USED, IF AVAILABLE. NVIS FILTERS ARE INCLUDED WITH PMA-281 ISSUED TABLETS. FOR TABLETS WITHOUT AN NVIS FILTER, TABLET DIMMING APPLICATION IS INSTALLED ON PMA-281 ISSUED TABLETS FOR IMPROVED SCREEN DIMMING CAPABILITY FOR AIDED NIGHT OPERATIONS.
- D. ALL TABLETS USING LITHIUM ION BATTERIES SHALL BE REPORTED TO THE BATTERY POC LISTED IN PARA. 6.B.
- E. EACH NEW TABLET MODEL MUST BE TESTED FOR ELECTROMAGNETIC COMPATIBILITY WITH EACH T/M/S AIRCRAFT. SUCCESSFUL COMPLETION OF AN EMI/EMC SAFETY OF FLIGHT (EMC SOF) TEST IS REQUIRED PRIOR TO THE FIRST FLIGHT WITH A NEW TABLET MODE IN THAT T/M/S. CRITICAL FLIGHT SYSTEMS SHALL BE CHECKED FOR ELECTROMAGNETIC COMPATIBILITY WHILE THE TABLET IS OPERATED IN ALL MODES THAT WILL BE USED IN FLIGHT. TESTS WILL VERIFY THAT COMMUNICATIONS ARE CLEAR AT ALL COMMUNICATIONS FREQUENCIES THAT WILL BE USED IN FLIGHT WHILE THE TABLET IS OPERATING IN ALL MODES THAT WILL BE USED IN FLIGHT. ALL TABLETS ON THE PMA-281 EKB WEBSITE HAVE AN APPROVED EMI/EMC SOF FOR THE LISTED T/M/S AIRCRAFT. AN EMC SOF MAY BE CONDUCTED BY ANY T/M/S QUALIFIED AIRCREW AS DEFINED IN OPNAV 3710.7 SERIES DIRECTIVE. A CURRENT EMC SOF CHECKLIST MAY BE DOWNLOADED FROM THE EKB WEBSITE LISTED IN PARA 2.A OR BY EMAILING THE E3 POC IN PARA 6.B.(2). VERIFICATION OF COMPLETED E3 SOFT RESULTS SHALL BE EMAILED TO NAVAIR E3 EMAIL DIVISION LISTED IN PARA 6.B.(2), AS SOON AS TESTING IS COMPLETED.

3. LIMITATIONS: IAW THE MOST RESTRICTIVE OF APPLICABLE T/M/S NATOPS, NATIP, OTHER APPLICABLE NAVAIR FLIGHT CLEARANCES, AND THE FOLLOWING:

- A. DURING CARRY ON, NORMAL EGRESS, T/O, LANDING, AND OUTSIDE OF IN-FLIGHT OPERATING ENVELOPE DEFINED IN PARA 3.B, THE PORTABLE ELECTRONIC TABLET MUST BE STOWED OR BE IN POSITIVE CONTROL AT ALL TIMES (E.G. STOWED IN HELMET BAG, IN HANDS, SECURED TO LEG, ETC.).
- B. IN-FLIGHT OPERATING ENVELOPE: LIMITS OF T/M/S NATOPS WITH THE FOLLOWING EXCEPTIONS:
  - (1) WITHOUT AN APPROVED NVIS FILTER INSTALLED MINIMUM AIRCRAFT ALTITUDE UNDER NVG AIDED OPERATIONS LIMITED TO THOSE LIMITS IMPOSED BY T/M/S FOR NVG OPERATIONS.
    - (A) V-22 MINIMUM ALTITUDE OF 3,000 FT AGL FOR APLN MODE AND MINIMUM IFR ALTITUDE IN CONV MODE WHEN IN USE IN THE COCKPIT OR IN THE CABIN WITH COCKPIT DOOR AJAR.
  - (2) MAXIMUM CABIN ALTITUDE: 55,000 FT WITH TABLET POWER ON OR OFF.
  - (3) CABIN TEMPERATURE: IAW TABLET OPERATING LIMITS. DO NOT LEAVE DEVICE IN AIRCRAFT WHEN AIRCRAFT IS UNOCCUPIED. BATTERY THERMAL RUNAWAY AND FIRE MAY OCCUR IF DEVICE REACHES EXTREME TEMPERATURE.

- (4) CELLULAR (3G & 4G), WIFI, AND BLUETOOTH ELECTRONIC TRANSMISSIONS ARE AUTHORIZED DURING GROUND AND FLIGHT OPERATIONS PROVIDED AIRCRAFT SYSTEMS ARE NOT AFFECTED AND THERE IS AN AUTHORITY TO OPERATE (ATO) WHICH AUTHORIZES IT.
    - (A) VOICE COMMUNICATIONS NOT AUTHORIZED. IF AIRCRAFT CONTAINS SYSTEMS PROCESSING CLASSIFIED DATA, MAINTAIN 1 METER SEPARATION DISTANCE OR MAXIMUM DISTANCE POSSIBLE FROM TABLET AND SYSTEMS PROCESSING CLASSIFIED.
    - (B) A HERO ANALYSIS BY NWC DAHLGREN IS REQUIRED PRIOR TO FIRST FLIGHT. CONTACT E3 POC IN PARA 6.B.(2) FOR FURTHER DETAILS.
    - C) EXTERNAL GPS RECEIVERS ARE CARRY ON/CARRY OFF ONLY. NO PERMANENT PHYSICAL CONNECTION TO THE AIRCRAFT IS PERMITTED WITHOUT A SEPARATE ATO.
  - (5) TABLETS MUST BE TURNED OFF MANUALLY OR PLACED IN AIRPLANE MODE DURING REQUIRED TACTICAL EMCON CONDITIONS. ELECTROMAGNETIC EMISSIONS FOR TABLETS USED IN CELLULAR MODE WILL EXCEED EMCON LIMITS.
  - (7) TABLETS CAN ONLY BE USED FOR OFFICIAL PURPOSES AND/OR MISSION-ESSENTIAL FUNCTIONS, INCLUDING USE FOR NAVIGATIONAL CHARTS, FLIGHT MANUALS, AND MISSION PLANNING TOOLS. THE AIRCRAFT COMMANDER SHALL VERIFY ALL ELECTRONIC NATOPS AND FLIGHT PUBLICATIONS ARE CURRENT PRIOR TO FLIGHT. IF DIGITAL NATOPS PUBLICATIONS ARE THE ONLY PROVIDED AIRWORTHINESS REFERENCE, TYPE WINGS AND AIRCRAFT COMMANDERS ARE RESPONSIBLE FOR ENSURING COMPLIANCE WITH CNAFINST3710.7 SERIES BY MEANS OF LOCAL POLICIES AND DIRECTIVES.
  - (8) H-1 SPECIFIC LIMITATIONS:
    - (A) AH-1W AFT COCKPIT SHALL NOT STRAP A TABLET ON THE LEFT LEG.
    - (B) UH-1Y/N LEFT OR RIGHT SEAT SHALL NOT STRAP A TABLET ON THE LEFT LEG.
  - (9) EA-6B SPECIFIC LIMITATIONS: PILOT USE OF TABLETS IS PROHIBITED.
  - (10) F/A-18A/B/C/D/E/F, EA-18G AND NEA-18G SPECIFIC LIMITS: TABLET SHALL NOT BE ATTACHED TO PILOT THIGH FOR IN-FLIGHT REFUELING OR CLOSE FORMATION FLIGHT (E.G. PARADE, (FINGERTIP).
  - (11) H-53 SPECIFIC LIMITS: USE OF TWO ELECTRONIC DEVICES STRAPPED TO THE LEGS AT THE SAME TIME (TABLET AND EDM) IS PROHIBITED.
- C. IF NVIS FILTER IS NOT INSTALLED, THEN NIGHT FORMATION FLIGHT WITH TABLET POWER ON IS NOT AUTHORIZED FOR SINGLE SEAT OR SIDE-BY-SIDE SEATED AIRCRAFT. IN TANDEM-SEATED AIRCRAFT, THE

NON-FLYING PILOT OR CREWMAN MAY USE TABLET DURING NIGHT FORMATION FLIGHT (SEE WARNING RELATED TO NVD COMPATIBILITY).

- D. TABLETS SHALL NOT BE USED AS A PRIMARY DATA SOURCE OF COORDINATES FOR WEAPON DELIVERY.
- E. CHARGING TABLET BATTERIES USING AIRCRAFT POWER IS PROHIBITED UNLESS AUTHORIZED BY A SEPARATE FLIGHT CLEARANCE.
- F. TABLETS SHALL NOT BE INTERFACED WITH AIRCRAFT SYSTEMS, INCLUDING TIES INTO 1553 DATA BUS, WEAPON TARGETING SYSTEMS, AVIONICS, ELECTRICAL POWER, ETC. BY EITHER WIRED OR WIRELESS INTERFACES UNLESS SPECIFICALLY APPROVED BY A SEPARATE FLIGHT CLEARANCE.
- G. FOR NON-PRESSURIZED CABINS AND COCKPITS, EXTERNAL BATTERIES THAT MEET UL 2054, RATED FOR NO MORE THAN 100 WATT HOURS, ARE AUTHORIZED FOR USE, BUT MUST BE REPORTED TO THE BATTERY POC IN PARA 6.B.(1).

4. PROCEDURES, WARNINGS, CAUTIONS, AND NOTES: IAW APPLICABLE T/M/S NATOPS, NATIP, OTHER APPLICABLE NAVAIR FLIGHT CLEARANCES, AND THE FOLLOWING:

- A. EMERGENCY PROCEDURE: LANDING/DITCHING/EJECTION.
  - (1) TABLET SHOULD BE REMOVED FROM LEG PRIOR TO EXITING SEAT.
  - (2) IF TIME PERMITS, TABLET SHOULD BE REMOVED AND SECURELY STOWED PRIOR TO DITCHING/CRASH.

----- WARNING -----  
EMERGENCY EGRESS WITH TABLET WORN ON USER'S LEG PRESENTS SNAG HAZARD AND RISK OF ENTRAPMENT/ENTANGLEMENT.

----- WARNING -----  
EJECTION WITH UNSTOWED TABLET MAY RESULT IN A BODY STRIKE, DAMAGE TO DROGUE CHUTE, OR DAMAGE TO PARACHUTE.

- B. EMERGENCY PROCEDURE: EMI INTERFERENCE.
  - (1) IF EMI TO AIRCRAFT SYSTEMS IS SUSPECTED, TURN OFF AND SECURE THE TABLET.
  - (2) ANY EMI OBSERVED SHALL BE REPORTED TO THE POINTS OF CONTACT LISTED IN PARA. 6.B.(1) IAW OPNAVINST 3750.6R TO ASSESS IMPACT.

----- CAUTION -----  
ELECTROMAGNETIC EMISSIONS FOR TABLETS MAY EXCEED MIL-STD LIMITS. POTENTIAL EXISTS FOR EMI IN RF RECEIVERS (E.G.G. COMMS, NAVS) THAT MAY RESULT IN INACCURATE DISPLAY OF INFORMATION.

----- CAUTION -----  
TABLETS MAY BE SUSCEPTIBLE TO EXTERNAL RF ENVIRONMENTS (E.G. SHIPBOARD RADARS, HIGH POWERED TRANSMITTERS, ETC.) POWERED TABLETS ON FLIGHT DECK MAY BE DAMAGED. HIGH LEVELS OF RF ENERGY COULD CORRUPT OR ERASE MEMORY, OR BURN OUT FRONT END RECEIVER. DUE TO POTENTIAL EMI EFFECTS, TABLET DATA VALIDITY CANNOT BE ASSURED. IPAD 4,

IPAD MINI, AND SAMSUNG TAB S HAVE BEEN TESTED AND ARE COMPATIBLE WITH FLIGHT DECK ELECTROMAGNETIC ENVIRONMENTS.

----- CAUTION -----  
USE OF ALQ-99 PODS CAN RESULT IN DAMAGE TO TABLET FUNCTIONALITY AND/OR CORRUPT DATA STORED IN MEMORY.  
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C. NORMAL PROCEDURE: PREFLIGHT CHECKS.

- (1) RECOMMEND CONDUCTING A CONTROLS SWEEP ON THE GROUND PRIOR TO FIRST FLIGHT TO BECOME FAMILIAR WITH THE INTERFERENCE OF TABLET DURING FULL STICK DEFLECTIONS.

- (2) CONSIDER THE POTENTIAL NEED FOR DEFENSIVE MANEUVERS OR GROUND AVOIDANCE PRIOR TO STRAPPING TABLET TO THIGH.

----- WARNING -----  
TABLET STRAPPED TO THE THIGH MAY INTERFERE WITH AND LIMIT LATERAL STICK INPUT TO HALF OF FULL THROW. INTERFERENCE MAY REDUCE THE ABILITY TO PERFORM DEFENSIVE ROLLING MANEUVERS, GROUND AVOIDANCE MANEUVERS, AVOID A WINGMAN IN FORMATION FLIGHT, OR OTHER MANEUVERS REQUIRING AGGRESSIVE FULL LATERAL STICK INPUTS.

----- WARNING -----  
TABLET STRAPPED TO THE LEFT LEG IN H-1 (SEE PARA 3.B.8) MAY CAUSE SIGNIFICANT INTERFERENCE WITH CYCLIC AND COLLECTIVE MOVEMENT.

----- CAUTION -----  
EA-6B USE OF TABLET FROM ECMO2/ECMO 3 CREW STATIONS MAY INTERFERE WITH MINI-RAD SWITCH. SWITCH MAY BE INADVERTENTLY MOVED FORWARD INTO RAD OR RADIATE POSITION.  
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- (3) CONSIDER THE USE OF AUTHORIZED FINGERLESS GLOVES, WHICH PROVIDE LIMITED FIRE PROTECTION, BUT NO CHEMICAL OR BIOLOGICAL PROTECTION.

----- NOTE -----  
NORMAL FLIGHT GLOVES MAY IMPEDE TABLET TOUCH SCREEN OPERATION.  
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- (4) MANY TABLETS HAVE SPECIFIED OPERATING TEMPERATURE LIMITS. AIRCREW SHOULD FAMILIARIZE THEMSELVES WITH THE TABLET SPECIFICATIONS.

D. NORMAL PROCEDURE: NIGHT FLIGHTS.

- (1) IF NIGHT VISION PERFORMANCE DEGRADATION OCCURS, TURN OFF TABLET AND SECURE.

----- WARNING -----  
TABLETS HAVE NOT BEEN CERTIFIED AS NVG COMPATIBLE. USE OF TABLETS WITHOUT THE NVIS FILTER WILL RESULT IN DEGRADED NIGHT VISION PERFORMANCE THAT IS BELOW SPECIFICATION REQUIREMENTS AND WILL ALSO RESULT IN CANOPY REFLECTIONS THAT MAY REDUCE AIRCREW ABILITY TO SEE AND AVOID TRAFFIC AND/OR TERRAIN.

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- (2) USE "SCREEN FILTER" DIMMING APP TO IMPROVE TABLET DIMMING RANGE CAPABILITY FOR NVIS AIDED NIGHT OPERATIONS.

----- WARNING -----

USE OF SOFTWARE APPLICATIONS OR HYPER DIMMING IN LIEU OF NVIS FILTERS FOR NVG COMPATIBILITY HAS NOT UNDERGONE NAVAIR CERTIFICATION AND TESTING. USE OF THESE METHODS CAN RESULT IN DEGRADED NIGHT VISION PERFORMANCE AND A LOSS IN CONTRAST IN THE DISPLAYED IMAGE.

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- (3) VEILING GLARE HOODS (P/N 272523) ARE RECOMMENDED TO MITIGATE THE EFFECTS OF VEILING GLARE CAUSED BY TABLETS.

----- NOTE -----

DURING LOW LUNAR ILLUMINATION, USE OF TABLETS WITH NIGHT VISION GOGGLES MAY RESULT IN VEILING GLARE (GREEN HAZE OVER NVG IMAGE).

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E. NORMAL PROCEDURE: DAY FLIGHTS.

- (1) MAINTAIN SITUATIONAL AWARENESS WHILE OPERATING TABLET.

----- WARNING -----

TABLET DISPLAY DOES NOT PROVIDE FULL DAYLIGHT PERFORMANCE AND COULD CREATE SPECULAR GLARE DISTRACTIONS UNDER FULL DAY CONDITIONS. INCREASED WORKLOAD AND TIME REQUIRED TO ACQUIRE TABLET INFORMATION UNDER DAY CONDITIONS COULD NEGATIVELY AFFECT SAFE OPERATION OF AIRCRAFT.

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- (2) UTILIZE CRM WHEN ASSIGNING DUTIES REQUIRING TABLET USAGE DURING DAY OPERATIONS.

----- CAUTION -----

POOR TABLET DAY READABILITY MAY NEGATIVELY AFFECT MISSION-RELATED PERFORMANCE.

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F. ADDITIONAL WARNINGS, CAUTIONS, AND NOTES:

- (1) ----- WARNING -----  
TEMPERATURE AND ALTITUDE EXTREMES (ESPECIALLY RAPID DECOMPRESSION) MAY RESULT IN TABLET FIRE OR EXPLOSION.

----- WARNING -----

- (2) TABLET AND NVIS FILTERS MAY BECOME FOREIGN OBJECT DEBRIS RESULTING IN BINDING FLIGHT CONTROLS IF NOT PROPERLY SECURED.

----- NOTE -----

- (3) REFERENCE DEVICE CYBER COMMAND ATO FOR RESTRICTIONS OR PROHIBITIONS ON STORAGE OF SENSITIVE OR CLASSIFIED MATERIALS.
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5. TIME PERIOD: THIS IFC EXPIRES 01 JULY 2020.

6. POINTS OF CONTACT:

A. PMA-281

- (1) PMA-281 CLASS DESK, TEL:  
(301) 757-3739, EMAIL: RICHARD.ULLOA@NAVY.MIL.
- (2) LCDR ROBERT BEAUCHAMP, NAVMPS CLASS DESK, TEL:  
(301) 757-8006, EMAIL: ROBERT.G.BEAUCHAMP@NAVY.MIL.

B. TECHNICAL AREA EXPERTS:

- (1) BATTERY POC: STEVE FAGAN, AIR 4.4.5, TEL:  
(301) 342-0812, EMAIL: STEVEN.FAGAN@NAVY.MIL.
- (2) NAVAIR\_E3\_DIVISION@NAVY.MIL.

C. KEVIN MORRISSEY, 4.0P, TEL: (301) 342-5741,  
EMAIL: KEVIN.C.MORRISSEY.CTR@NAVY.MIL

D. AIRWORTHINESS GLOBAL CUSTOMER SUPPORT TEAM, TEL:  
(301) 757-0187, EMAIL: AIRWORTHINESS.GM.FCT@NAVY.MIL

7. OTHER REMARKS:

- A. CONTACT PMA-281 FOR THE MOST UP-TO-DATE INFORMATION ON APPROVED TABLETS, CYBER COMMAND ATO, APPLICATION INFORMATION, AND ANCILLARY EQUIPMENT. SEE THE PMA-281 EKB WEBSITE FOR MORE DETAILS: [HTTPS:\(SLASH\)\(SLASH\)MPS.NAVAIR.NAVY.MIL/EKB/](https://mmps.navair.navy.mil/EKB/)
- B. REQUEST TYCOM READDRESS THIS IFC TO APPROPRIATE ACTIVITIES FOR ACTION.
- C. PRIOR TO USE IN FLIGHT, VISIT THE PMA-281 WEBSITE TO ENSURE SPECIFIC MODEL OF TABLET MEETS ALL THE REQUIREMENTS OF THIS IFC.
- D. THIS IFC INCLUDES THE USAF CV-22 AND SHOULD BE CONSIDERED A FLIGHT CLEARANCE RECOMMENDATION FOR THIS PLATFORM.
- E. PER REF C, THIS IFC DOES NOT CONSTITUTE A CYBER COMMAND ATO. FOR ALL US GOVERNMENT-OWNED DEVICES AND/OR DEVICES INTERFACED WITH AIRCRAFT SYSTEMS, AN ATO IS REQUIRED IAW OPNAVINST 5239.1 SERIES AND SECNAVINST 5239.3 SERIES. TABLETS LISTED ON PMA-281 WEBSITE HAVE A CORRESPONDING ATO APPROVAL.
- F. THE RISK OF INFORMATION ASSURANCE INCURSIONS IS NOT ADDRESSED IN THIS IFC. LOCAL COMMANDERS SHOULD DEVELOP PROCEDURES TO MITIGATE THIS RISK. OPERATION OF ANY DEVICE UNDER THIS IFC SHOULD BE IAW LOCAL SECURITY PROCEDURES AND POLICIES.
- G. INFORMATION REGARDING THE AIRWORTHINESS PROCESS, INCLUDING A LISTING OF ALL CURRENT INTERIM FLIGHT CLEARANCES, NATOPS, AND NATIP PRODUCTS ISSUED BY NAVAIR 4.0P, CAN BE FOUND ON THE AIR 4.0P WEBSITE: [AIRWORTHINESS.NAVAIR.NAVY.MIL](http://AIRWORTHINESS.NAVAIR.NAVY.MIL).
- H. EPOWER FOLDER NO:1470374, TRACKING NO:85567.//

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Baker, Andrew (AIR-4.0P, Chief Airworthiness Engr for PEO(JSF))