VOLUME 3 GENERAL TECHNICAL ADMINISTRATION

CHAPTER 66 PORTABLE ELECTRONIC DEVICES

Section 1 Expanded Use of Passenger PEDs for Aircraft Operations Conducted Under Parts 91 Subpart K (Part 91K), 121, 125 (Including A125 LODA Holders), and 135

3-5219 REPORTING SYSTEM(S).

A. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS). Aviation safety inspectors (ASI) must use the following PTRS activity codes, as applicable, for aircraft operations conducted under Title 14 of the Code of Federal Regulations (14 CFR) parts 91K and 125 (including A125 Letter of Deviation Authority (LODA) holders):

- Avionics: 5323.
- Cabin Safety: 1323.
- Maintenance: 3323.
- Operations: 1323.


B. Safety Assurance System (SAS). ASIs must use the following System/Subsystem Performance Data Collection Tool (SP DCT), as applicable, for aircraft operations conducted under 14 CFR parts 121 and 135:

- SP 2.2 121A, OP Aircraft Operations.
- SP 2.2 135B, OP Aircraft Operations.
- SP 2.2 135E, OP Aircraft Operations.
- SP 4.6 121A, AW Maintenance Special Requirements.
- SP 4.6 135B, AW Maintenance Special Requirements.
- SP 4.6 135E, AW Maintenance Special Requirements.
- SP 5.2 121A, OP Cabin Operations.
- SP 5.2 135B, OP Cabin Operations.
- SP 5.2 135E, OP Cabin Operations.

3-5220 OBJECTIVE. This section contains information and guidance to ASIs providing oversight of parts 91K, 121, 125 (including A125 LODA holders), and 135 certificate holders. These operators usually implement policy that allows expanded use of passenger-supplied portable electronic devices (PED) throughout various phases of flight. This section also includes information about the PED Focus Team (PFT), established to support ASIs in reviewing, evaluating, and accepting an operator’s proposal for expanded use of passenger PEDs.
3-5221 GENERAL. On October 27, 2017, the FAA published Advisory Circular (AC) 91.21-1D, Use of Portable Electronic Devices Aboard Aircraft, incorporating the latest industry guidance related to safely expanding the use of PEDs on aircraft. This AC provides a general overview of FAA and industry activities leading to today’s aircraft PED tolerance evaluation and determination methods. Additionally, AC 91.21-1D provides guidance to aircraft operators on allowing the use of PEDs located in areas inaccessible to crewmembers during flight.

3-5222 PED USE DETERMINATION. Part 91, § 91.21; part 121, § 121.306; part 125, § 125.204; and part 135, § 135.144 establish the regulatory requirements for the use of PEDs. These regulations enable unrestricted use of (1) portable voice recorders; (2) hearing aids; (3) heart pacemakers; (4) electric shavers; (5) portable oxygen concentrators (POC) that comply with the requirements in § 121.574, § 125.219, or § 135.91; and (6) “any other portable electronic device that the operator of the aircraft has determined will not cause interference with the navigation or communication system of the aircraft on which it is to be used.” With the exception of the five devices listed above, the aircraft operator is solely responsible for determining which PEDs may be used on its aircraft. Each operator’s PED policy identifies devices used during various phases of flight. Crewmembers are responsible for informing passengers about the aircraft operator’s PED policy.

NOTE: Regulations referenced in this paragraph were published before the widespread use of electronic systems that perform critical aircraft functions. Guidance in industry standards for addressing PEDs on aircraft, such as RTCA, Inc. documents DO-363, Guidance for the Development of Portable Electronic Devices (PEDs) Tolerance for Civil Aircraft, and DO-307A, Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance, addresses all aircraft systems whose failures would affect the safety of the aircraft, or are required for aircraft operation. Most aircraft today include electronic systems for primary displays, engine control, and fly-by-wire controls. Wireless radio frequency (RF) systems, such as wireless emergency light systems, are being installed to perform safety-related functions. When reviewing an operator’s expanded use of passenger PED policy, ASIs should encourage operators to address potential interference to all aircraft systems (1) whose failures would affect the safety of the aircraft, or (2) that are required for aircraft operation as part of their PED use determination, as described in subparagraph 3-5225A.

3-5223 GUIDANCE DOCUMENTS FOR OPERATORS. The PED Aviation Rulemaking Committee (ARC) report identified a way to expand passenger PED usage beyond accepted practices. To support the industry, the FAA published Information for Operators (InFO) 13010, Expanding Use of Passenger Portable Electronic Devices (PED), and InFO 13010SUP, FAA Aid to Operators for the Expanded Use of Passenger PEDs, to provide guidance on an acceptable method for the expanded use of passenger PEDs. This guidance and the ARC report can be found at:

A. ARC Report, Expanding PED Use Guidance and FAQs.
http://www.faa.gov/about/initiatives/ped/.
B. **FAA InFO 13010 and InFO 13010SUP.** Click on the 2013 InFOs tab at http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/.

**3-5224 PED FOCUS TEAM (PFT).** Flight Standards Service (FS) has established the PFT, also known as the PED Standardization Assistance Team (PEDSAT), to directly support ASIs in expediting review and acceptance of an operator’s proposal to expand passenger PED usage. The PFT supports PED policy review and interfaces with other FAA-approved programs. Personnel from the FAA’s Air Transportation Division (AFS-200) and the Aircraft Maintenance Division (AFS-300) populate the PFT. These policy divisions have collaborated with the PED ARC. The PFT has created a dedicated email address, PEDSAT@faa.gov, so government and industry personnel can communicate with the PFT. ASIs should immediately either (1) contact the PFT via email or (2) contact the PFT at 202-267-1675 if inspectors need assistance or have questions about acceptance or approval of an operator’s program changes. The PFT will coordinate issues with the requesting ASI and include the appropriate FS office in correspondence.

**3-5225 POLICY FOR EXPANSION OF PASSENGER PED USE.** Aircraft operators must address both technical and operational concerns when expanding use of passenger PEDs. The FAA has developed an aid for operators, InFO 13010SUP, when determining if expanded PED use is appropriate. The subparagraphs below outline general areas to be addressed and provide guidance to ASIs for reviewing an operator’s proposal. Refer to InFO 13010 and associated InFO 13010SUP for more detailed information, and immediately contact the PFT with any questions or concerns.

**A. PED Use Determination—Technical.** To comply with §§ 91.21, 121.306, 125.204, and 135.144, the operator must determine that the use of passenger PEDs will not interfere with an aircraft’s navigation and communications systems. InFO 13010SUP describes an acceptable method of compliance in making this determination. Please note that the FAA does not recognize an operator’s finding of non-interference, and ASIs should accept a proposal consistent with InFO 13010 and InFO 13010SUP. ASIs should contact the PFT if they need assistance in determining the technical acceptability of an operator’s proposal for expanded passenger PED use.

**B. PED Use Determination—Operational.** Expanding passenger PED use to multiple phases of flight may require an operator to revise various parts of its policies, manuals, and passenger information literature. Communication of changes to crewmembers and passengers is critical to support the expanded use of passenger PEDs. ASIs should contact the PFT if they need assistance in determining the operational acceptability of an operator’s proposed program changes.

1) **Flight Manuals/Handbooks/Checklists.** Operator procedural and communications checklists for normal, abnormal, and emergency operations may need revisions and approvals, as applicable.

2) **Predeparture Safety Briefing.** Operator procedures should address the expanded use of passenger PEDs during the safety briefing. Operators should ensure compliance with 14 CFR part 382, Nondiscrimination on the Basis of Disability in Air Travel, when developing their expanded PED policy.
3) **PED Securing and Stowage.** An operator may need to revise its approved carry-on baggage program to allow expanded use of passenger PEDs. Appendix G of the PED ARC Report provides considerations for an operator when establishing policy and guidance for securing and stowing PEDs. Allowing expanded use of passenger PEDs during takeoff and landing may also change flight attendant (F/A) responsibilities, from confronting and reporting passenger noncompliance to informing passengers of the content of the PED policy. F/As should inform passengers regarding the safest way to secure and stow all items. An expanded operator’s program should address the following general concerns (as required):

- Large PEDs, such as full-size laptops, must be safely stowed so as not to present a hazard in the event of severe turbulence, crash forces, or emergency egress.
- PED policy should define “small PEDs” and describe how these items may safely remain powered on, as long as they are secure (not loose) during takeoff and landing. For example, the passenger may have a small PED secured in hand, in a belt or arm holster, or in a pant pocket.
- PED cords or accessories must not impede emergency egress.
- PED policy should prohibit the use of e-cigarettes.

**NOTE:** For additional information, refer to FAA InFO 13010SUP, Section 4, Operational Policy and Procedures, and Appendix C, Securing and Stowing Passenger PEDs.

**3-5226 FUTURE ACTIVITIES.** ASIs will conduct periodic routine surveillance, as required by SAS or the National Program Guidelines (NPG), of an operator’s expanded passenger PED policy to ensure and verify element and regulatory conformity, including interface and consistency with other FAA-approved programs, such as carry-on baggage or training. ASIs are encouraged to consult with the PFT about reevaluation of an operator’s expanded passenger PED policy or associated approved programs.

**RESERVED.** Paragraphs 3-5227 through 3-5242.