

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 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES. Aviation safety inspectors (ASI) can download the PTRS Work Activity Pocket Guide from the Federal Aviation Administration (FAA) Enhanced Flight Standards Automation System (eFSAS) at:

https://my.faa.gov/content/dam/myfaa/org/linebusiness/avs/it/portal/efsas/efsas_policy/PTRS_Activity_Guide.pdf.

A. Avionics: 5323.

B. Cabin Safety: 1323.

C. Maintenance: 3323.

D. Operations: 1323.

3-5220 OBJECTIVE. This section contains information and guidance to ASIs providing oversight of Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, 125 (including A125 Letter of Deviation Authority (LODA) holders), and 135 certificate holders implementing 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 January 7, 2013, the FAA established the PED Aviation Rulemaking Committee (ARC) to provide a forum for the U.S. aviation community and government regulatory groups to review PED policy and guidance. This ARC was tasked with making recommendations on allowing additional passenger PED usage without compromising the continued safe operation of the aircraft. The ARC submitted its final report and recommendations to the FAA on September 30, 2013.

3-5222 PED USE DETERMINATION. Title 14 CFR 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 permit the unrestricted use of portable voice recorders, hearing aids, heart pacemakers, electric shavers, and "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 four 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 what types of devices may be used during which phase(s) 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 to perform critical aircraft functions. Guidance in industry standards for addressing PEDs on aircraft, such as RTCA, Inc., documents DO-294 and DO-307, address 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 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 follow the industry guidance and address potential interference to all aircraft systems whose failures would affect the safety of the aircraft, or are required for aircraft operation as part of their PED use determination described in paragraph 3-5225A.

3-5223 GUIDANCE DOCUMENTS FOR OPERATORS. The PED ARC report identified a method of expanding the use of passenger PEDs beyond what has been historically accepted. To support 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):

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

3-5224 PED FOCUS TEAM (PFT). Flight Standards Service (AFS) has established the PFT, also known as the PED Standardization Assistance Team (PEDSAT), to directly support ASIs in expediting review and acceptance of an aircraft operator's proposal to expand passenger PED usage. The PFT supports PED policy review and interfaces with other FAA-approved programs. Personnel from the 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 team leader directly at 202-267-1704, if inspectors need assistance or have questions about acceptance and/or approval of an operator's program changes. The PFT will coordinate issues with the requesting ASI and include the appropriate geographic AFS Regional Office branch in correspondence.

3-5225 POLICY FOR EXPANSION OF PASSENGER PED USE. Both technical and operational concerns must be addressed when expanding use of passenger PEDs. The FAA has developed an aid for operators – InFO 13010SUP – as a tool for use when determining if expanded PED use is appropriate. The paragraphs below outline the 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 14 CFR §§ 91.21, 121.306, 125.204, and 135.144, the operator must determine that use of passenger PEDs will not interfere with the aircraft’s navigation and communications systems. InFO 13010SUP describes an acceptable method of compliance to assist in making this determination. The FAA does not approve an operator’s finding of non-interference. An ASI should accept a proposal consistent with InFO 13010 and InFO 13010SUP. ASIs should contact the PFT if assistance is needed 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 other phases of flight may require an operator to revise various parts of its policies, manuals, and passenger information literature. Communication of the changes to crewmembers and passengers is critical to support the expanded use of passenger PEDs. ASIs should contact the PFT if assistance is needed 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) Pre-Departure 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 into the takeoff and landing phases of flight may also change the flight attendants’ (F/A) responsibilities from confronting and reporting passenger noncompliance to informing passengers of the content of 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 still prohibit the use of e-cigarettes.

NOTE: Refer to FAA InFO 13010SUP Section 4, Operational Policy and Procedures, and also Appendix C, Securing and Stowing Passenger PEDs for additional information.

3-5226 FUTURE ACTIVITIES. Routine surveillance as required by Air Transportation Oversight System (ATOS), Safety Assurance System (SAS), or National Program Guidelines (NPG). ASIs will conduct periodic routine surveillance of an operator's expanded passenger PED policy to ensure and verify element and regulatory conformity to include interface and consistency with other FAA-approved programs (e.g., carry-on baggage, training, etc.). ASIs are encouraged to consult with the PFT to determine if an operator's expanded passenger PED policy or associated approved programs require reevaluation.

RESERVED. Paragraphs 3-5227 through 3-5242.