

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.17

National Policy

Effective Date:
8/27/07

Cancellation Date:
8/27/08

SUBJ: Electronic Flight Bag Systems Used in Aircraft Operated
Under 14 CFR Part 91

1. Purpose of This Notice. This notice provides guidance for all Flight Standards District Office (FSDO) aviation safety inspectors (ASI) and Aircraft Evaluation Group (AEG) inspectors about the use of Class 1 or Class 2 Electronic Flight Bag (EFB) systems in aircraft conducting operations under Title 14 of the Code of Federal Regulations (14 CFR) part 91. For the purpose of this notice, EFB systems do not include appliances that are typically granted Technical Standard Order Authorization (TSOA) and receive installation and operational approval by means of type certification (TC) or Supplemental Type Certification (STC). This notice supplements procedures in Advisory Circular (AC) 120-76A, Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bag Computing Devices, and clarifies N 8200.98, Electronic Flight Bag Job Aid, requiring an ASI to *approve* Class 1 and Class 2 EFB hardware and associated Type A and B software applications.

2. Audience. The primary audience for this notice is the FSDO ASIs and AEG inspectors. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

3. Where You Can Find This Notice. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avr.faa.gov>. Operators may find this information on the Federal Aviation Administration (FAA) Web site at: http://www.faa.gov/library/manuals/examiners_inspectors/8900/.

4. Background. Recent advancements in computer hardware and software technology have resulted in a significant increase in the complexity of EFB systems available for use in aircraft today. AC 120-76A and N 8200.98 reference several instances of FAA inspector and AEG approval requirements for Class 1 and Class 2 EFB hardware and associated Type A and Type B application software (whether that software is sold separately or embedded in an EFB system). The guidance in this notice supplements procedures and advisory material in FAA orders and ACs requiring an FAA inspector or the AEG to approve Class 1 and Class 2 EFB hardware and associated Type A and Type B software applications. The guidance in this notice is not intended to stop or restrict the operational use of these devices and software.

5. General Considerations. The in-flight use of EFB systems to depict images in lieu of paper reference material is the decision of the aircraft operator and the pilot in command. Any Type A or Type B EFB application, as defined in AC 120-76A, may be substituted for the paper

equivalent. It is suggested that a secondary or backup source of aeronautical information, or paper reference material necessary for the flight, be available to the pilot in the aircraft. The secondary or backup information may be either traditional paper-based material or displayed electronically by other means. Class 1 and Class 2 EFB systems can be used during all phases of flight operations in lieu of paper reference material when the information displayed meets the following criteria:

- a. The EFB system does not replace any system or equipment (e.g., navigation, communication, or surveillance) that is required by 14 CFR part 91.
- b. The EFB system on board the aircraft displays only precomposed or interactive information which is functionally equivalent to the paper reference material the information is replacing or substituting.
- c. The interactive or precomposed information being used for navigation or performance planning is current, up-to-date, and valid, as verified by the pilot.
- d. The operator complies with requirements of 14 CFR part 91, § 91.21 to ensure that the use of the EFB system does not interfere with equipment or systems required for flight.

6. Specific Considerations. The operator ensures that for carriage and acceptable use of a:

a. Class 1 EFB that it:

- (1) Is not dependent upon a dedicated aircraft power source or input from navigation equipment to provide display functionality, except it may connect to an aircraft's power through a certificated power source (e.g., cigar lighter);
- (2) Is not attached to an aircraft mounting device; and
- (3) Is not connected with, or receives data from, any aircraft system.

b. Class 2 EFB that it:

- (1) May receive power from the aircraft derived from an electrical bus source that is protected against short circuits with an appropriately rated circuit breaker or fuse;
- (2) May receive position reference from an onboard navigation system provided such input is designed and integrated in such a manner as to not adversely affect the output of the navigation source to which it is connected; and
- (3) May be attached to a mounting device provided that the device is approved for installation into the aircraft (e.g., if intended for installation into a type certificated aircraft then the mounting device must meet the requirements of 14 CFR part 21, § 21.303).

7. Action. ASIs will not issue approvals or authorizations for Class 1 and Class 2 EFB systems to 14 CFR part 91 operators. Part 91 operators may use EFB systems to depict images in lieu of paper reference materials without approval or acceptance by the FAA. ASIs and AEG inspectors

may provide technical advice and guidance to operators when requested to assist them in evaluating their selected EFB systems using AC 120-76A and N 8200.98, but will not issue FAA *approvals* for the EFB systems hardware and software applications. AEG inspectors may issue Operational Suitability Reports (OSR) for Class 1 and Class 2 EFB systems as part of an installation accomplished by TC, STC, or through a request by an EFB system manufacturer. These OSRs will be available to ASIs and operators at <http://www.opspecs.com>. Class 3 devices and Type C software that are FAA-approved by either TC or STC processes will be evaluated and identified in the Flight Standardization Board (FSB) report, if necessary, as part of the TC or STC evaluation requirement.

8. Disposition. We will permanently incorporate the information in this notice to FSIMS before this notice expires. Direct questions concerning this notice to the Commercial Operations Branch, AFS-820, at (202) 267-8212.

ORIGINAL SIGNED BY

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Director, Flight Standards Service