

211. AIR CARRIER OPERATIONS BULLETIN NO. 1-94-10

CARRY-ON BAGGAGE

Federal Aviation Administration (FAA) inspector reports and consumer complaints indicate that some certificate holders' procedures may not be in compliance with approved carry-on baggage programs and proper stowage procedures of carry-on baggage. Section 121.589 of the Federal Aviation Regulations (FAR) prohibits a certificate holder from closing the passenger entry door in preparation for taxi or pushback, takeoff or landing an airplane unless each article of carry-on baggage is stowed in a suitable baggage or storage compartment, as provided in FAR Section 121.589(c), or under a passenger seat.

- a. Section 121.589(a) of the FAR states that an operator may not allow the boarding of carry-on baggage unless each passenger's baggage has been scanned to control the size and amount carried on board in accordance with an approved carry-on baggage program. Additionally, no passenger may board an airplane if his/her carry-on baggage exceeds the baggage allowance prescribed in the operator's approved program.
- b. Section 121.589(b) of the FAR states that an operator may not allow all passenger entry doors of an airplane to be closed in preparation for taxi or pushback unless at least one required crewmember has verified that each article of carry-on baggage is properly stowed. Baggage is neither properly stowed nor restrained unless the overhead bin door is closed and latched. The same requirements apply for stowing carry-on baggage prior to takeoff and landing.
- c. Section 121.589(c) of the FAR states that an operator may not allow stowage of carry-on baggage or cargo in any manner which could hinder the possible use of any emergency equipment. Operators should provide suitable storage space for all required emergency equipment.
- d. When certificate holders elect to allow the stowage of cargo and baggage in passenger seats, this information should be included in the certificate holder's FAA-approved carry-on baggage program. The information about this practice should include the types of cargo that may be restrained in the seat and location of the seat(s) where it may be stowed.
- e. Carry-on baggage may be stowed either against a passenger class divider or bulkhead if both are stressed for inertia loads, if it is restrained from shifting by FAA-approved tiedown straps or cargo nets. Stowage of carry-on baggage against the bulkhead or divider must be approved by the FAA principal operations inspector (POI). The POI will coordinate this approval with the Aircraft Evaluation Group (AEG) and other elements within the FAA, as needed. Carry-on baggage may be stowed in coat closets or other compartments which have been approved by the FAA for this use.
- f. The operation of an airplane with carry-on baggage, cargo, or trash stowed in uncertificated receptacles such as lavatories is contrary to FAR Sections 121.285 and

121.589 and contrary to the certification basis of the aircraft. If a receptacle in the cabin of the airplane, including the lavatory, is intended for the stowage of carry-on baggage, cargo, or trash, it must be shown to meet the applicable requirements in the airplane certification basis. That would include the structural requirements pertaining to the restraint of the receptacle's contents for flight and ground load conditions, emergency landing load conditions, and the requirements pertaining to fire containment. The certification requirements are contained in Part 25 of the FAR.

- g. Principal operations inspectors (POI) should ensure that their assigned certificate holders use approved procedures to ensure compliance with their carry-on baggage program. These procedures should include the following items:
- (1) Preboarding scanning to ensure that size and amount of passenger carry-on baggage is in accordance with the allowances prescribed in the approved carry-on baggage program;
 - (2) Closing and latching each overhead bin before all passenger doors are closed in preparation for taxi or pushback and before takeoff and landing;
 - (3) Closing, latching, or installing each restraint device for each cargo compartment located in the passenger cabin before all passenger doors are closed and before takeoff and landing;
 - (4) Stowing of each piece of "under seat" carry-on baggage; and
 - (5) Removing all carry-on baggage that cannot be stowed properly in the passenger cabin, prior to closing all passenger entry doors in preparation for taxi or pushback, and reloading it as checked luggage in a cargo compartment.