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**Guidance for the Development of Portable
Electronic Devices (PED) Tolerance for Civil
Aircraft**

RTCA DO-363
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Prepared by: SC-234
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FOREWORD

This document was prepared by Special Committee 234 (SC-234) and approved by the RTCA Program Management Committee (PMC) on December 15, 2016.

RTCA, Incorporated is a not-for-profit corporation formed to advance the art and science of aviation and aviation electronic systems for the benefit of the public. The organization functions as a Federal Advisory Committee and develops consensus-based recommendations on contemporary aviation issues. RTCA's objectives include but are not limited to:

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- analyzing and recommending solutions to the system technical issues that aviation faces as it continues to pursue increased safety, system capacity and efficiency;
- developing consensus on the application of pertinent technology to fulfill user and provider requirements, including development of minimum operational performance standards for electronic systems and equipment that support aviation; and
- assisting in developing the appropriate technical material upon which positions for the International Civil Aviation Organization and the International Telecommunications Union and other appropriate international organizations can be based.

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EXECUTIVE SUMMARY

The United States Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) requested that RTCA, Inc. and EUROCAE form a special committee to present an up-to-date evaluation of the use of portable electronic devices (PEDs) on board civil aircraft with emphasis on intentional transmitters such as mobile phones, wireless RF network devices, and other wireless-enabled devices such as personal digital assistants (PDAs).

RTCA Special Committee 234 (SC-234) and EUROCAE Working Group 99 (WG-99) included representatives from consumer electronic, avionics manufacturers, aircraft manufacturers, airlines, aircraft operators, regulatory agencies, and related industry associations.

This report addresses the specific Terms of Reference to address aircraft design to tolerate operation of PEDs. Previous RTCA reports on aircraft interference from PEDs have emphasized risk assessments and then recommended restrictions on the use of PEDs on board the aircraft. This report departs from the earlier RTCA reports, and is directed to aircraft design recommendations that lead to aircraft tolerance to both intentional RF transmissions and spurious RF emissions from PEDs.

There are two aspects to the aircraft design recommendations in this report. One aspect defines aircraft system and equipment RF susceptibility qualification recommendations that provide tolerance to RF from intentionally transmitting PEDs. This is commonly referred to as protection from PED back door coupling. The recommendations closely follow existing practices for aircraft system high intensity radiated field (HIRF) protection. Acceptable test approaches for verifying the aircraft system RF susceptibility qualification are defined.

The second aspect defines acceptable interference path loss (IPL) between aircraft radio receivers and PEDs that emit spurious RF. This is commonly referred to as protection from PED front door coupling. Extensive analysis of measured PED spurious emissions was performed previously so that the interference path loss targets are based on statistics of actual PED emissions rather than regulatory specifications. Interference path loss test methods are defined.

This report also defines recommended approaches for demonstrating tolerance with aircraft design to meet regulatory requirements including aspects of aircraft alteration and continued airworthiness.

This report is intended to supersede previous applicable guideline documents RTCA DO-294 and EUROCAE ED-130. All provisions define are intended to be in line with the Revision of RTCA DO-307A/ED-239.

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TABLE OF CONTENTS

1	INTRODUCTION.....	1
1.1	Introduction.....	1
1.2	Scope.....	3
1.3	Definition and Abbreviation	4
2	BACKGROUND	9
3	AIRCRAFT PED TOLERANCE ASPECTS	11
3.1	Introduction.....	11
3.2	Regulatory Requirements.....	14
3.3	PED Operational Guidance.....	15
3.4	PED Tolerance Routes	15
3.5	Front Door Coupling Requirement	18
3.6	Back Door Coupling Requirements	18
3.6.1	HIRF Tolerant Aircraft	21
3.6.1.1	Full HIRF Tolerant Aircraft.....	21
3.6.1.2	Partial or Non HIRF Tolerant Aircraft.....	22
3.7	Tracking Devices	24
3.8	Certification Applicant Supporting Operators	25
3.8.1	Supporting Documentation	25
3.8.1.1	Standard Documentation:.....	25
3.8.1.2	Additional Documentation:.....	26
3.8.1.3	Supplemental Documentation	27
4	AIRCRAFT SAFETY ASSESSMENT	29
4.1	Functional Hazard Assessment.....	29
4.2	Safety Management System (SMS) approach	31
4.2.1	Likelihood Assessment	31
4.2.2	Risk Acceptance.....	32
4.2.3	Decision Making.....	32
4.2.4	Suggested Method.....	33
4.3	Systems and Equipment To Meet Front & Back Door Coupling	34
4.4	Conclusion	34
5	FRONT DOOR COUPLING DEMONSTRATION.....	37
5.1	Purpose.....	37
5.2	Overview.....	37
5.3	Applicability and Scope.....	37
5.4	Approach to Front Door Tolerance	38
5.4.1	Changes to Aircraft that Affect IPL.....	40
5.4.2	System Safety.....	42
5.4.3	Mitigation and Analysis of IPL Data	42
5.4.4	Similarity of IPL Measurements to Other Aircraft	43
5.5	Supporting Documentation	44
5.6	RTCA DO-307A/ED-239 IPL Test Method Lessons Learned	44

6	BACKDOOR COUPLING DEMONSTRATION	47
6.1	Introduction.....	47
6.1.1	Backdoor Coupling Assessment Requirements	48
6.1.2	High Level Process Summary.....	49
6.2	Backdoor Coupling Assessment Process	51
6.2.1	Perform Aircraft Risk Assessment.....	53
6.2.2	Perform Technologies and frequency band risk evaluation.....	54
6.2.3	Identify Systems and Equipment Requiring Evaluation	55
6.2.4	Perform Aircraft Safety Assessment.....	56
6.2.5	Analyze Existing Data	57
6.2.5.1	Individual equipment qualification or laboratory tests	57
6.2.5.2	Using Existing Results	57
6.2.5.3	Part Similarity	58
6.2.5.4	Similarity Across Airframes	58
6.2.6	Prepare and Conduct A/C Testing	59
6.2.7	Perform Final Risk Assessment	59
6.2.7.1	Identify Risk Acceptance Level.....	59
6.2.7.2	Establish Continued Airworthiness Requirements.....	60
6.2.7.3	Implement Monitoring and Control Program	60
6.3	Methods for Aircraft Testing	61
6.3.1	Technology-specific test point determination.....	63
6.3.2	PED Tolerance Test signal definition	64
6.3.3	Systems under Test	65
6.3.4	Test Locations.....	65
6.3.5	Zonal Test	66
6.3.6	Local Test.....	66
6.3.7	Test Equipment	66
6.3.8	Regulatory Aspects	68
6.3.9	Test Execution	69
6.3.10	Zonal Test	69
6.3.11	Local Test.....	69
6.3.12	Test Documentation.....	69
6.3.12.1	RF Exposure Safety Precaution	70
6.3.12.2	Test Equipment Calibration.....	70
6.3.12.3	Test Conditions & Environment	70
6.3.13	Post-Test	71
6.3.13.1	Post Test Analysis.....	71
6.3.13.2	Troubleshooting and Mitigations.....	71
6.3.13.3	Risk Assessment Validation Criteria	73
6.4	Deliverables	73
7	SUSTAINING AIRCRAFT PED TOLERANCE	75
7.1	Introduction.....	75
7.1.1	Background and Challenges.....	76
7.1.2	Sustaining Aircraft PED Tolerance.....	76
7.1.3	Factors on PED Tolerance	76
7.1.4	PED Tolerance and Continued Airworthiness	77
7.1.5	Impact on Configuration Management	77
7.2	Alteration Considerations	78
7.2.1	Additional Alteration Considerations	78
7.3	General Maintenance	78
7.3.1	Maintaining Front Door Coupling PED Tolerance - Evaluating Maintenance Actions	79

7.3.2	Maintaining Back Door Coupling PED Tolerance - Evaluating Maintenance Actions.....	82
7.4	Configuration Management	86
7.4.1	Experience and Best Practices	86
7.4.2	Industry Demands	87
7.4.3	Range of PED Tolerance Analysis.....	87
7.4.4	Affected Aircraft Configuration.....	88
7.4.5	Guidance for Configuration Management for Sustained PED Tolerance.....	88
7.4.5.1	Sustaining PED Tolerance	89
7.4.5.2	Transferability of PED Tolerance Substantiation Results.....	90
7.4.6	Guidance for Configuration Management Documentation.....	90
7.4.6.1	Suggested Approaches:	91
7.4.6.2	Alternate Documentation Approach:	91
7.5	Operational Considerations.....	92
7.5.1	Non-Technical Operations Aspects	92
7.5.2	Continuing Consideration of Non-Technical Operations Aspects.....	92
7.5.3	Technical Operations Aspects.....	93
7.5.4	Instructions for Continued Airworthiness – Necessitated for PED Tolerance.....	93
7.5.5	Safety Program Data Collection and Reporting - – Necessitated for PED Tolerance	93
8	MEMBERSHIP.....	95
	APPENDIX A – SMS EXAMPLES.....	A-1
	APPENDIX B – 2X.1309.	B-1
	APPENDIX C - SUMMARY OF WHEN PEDS CAN BE USED.....	C-1
	APPENDIX D – ADDITIONAL OEM DOCUMENTATION.....	D-1
	APPENDIX E – ASSESSMENT OF THE FIELD STRENGTH GENERATED BY INTENTIONAL TRANSMITTERS.....	E-1
	APPENDIX F– PREPARING AIRCRAFT AGAINST THE INTENTIONAL RADIO EMISSION OF PEDS.....	F-1
	APPENDIX G– EXEMPLARY PROCEDURE FOR FUNCTIONAL AIRCRAFT TESTING.....	G-1
	APPENDIX H– INDEX OF DEFINITIONS.....	H-1
	APPENDIX I– INDEX OF REFERENCES.....	I-1
	APPENDIX J– DC-363/ED-130A IMPROVEMENT SUGGESTION FORM.....	J-1

TABLE OF TABLES

Table 1-1:	Appendix Cross Reference	3
Table 3-1:	FAA PED Regulations and Guidance	14
Table 3-2:	EASA PED Regulations and Guidance.....	14
Table 3-3:	Back Door Demonstration Methods.....	19
Table 3-4:	Example of Equipment/System Additions For PED Tolerant Aircraft.....	20
Table 3-5:	FAA Amendment Levels.....	21
Table 3-6:	EASA CS Amendment Levels	21

Table 6-1: Back-Door Coupling Paths.....	47
Table 6-2: Detailed Explanations to Figure 6-1.....	50
Table 6-3: Example Output from Aircraft Safety Assessment.....	56
Table 6-4: Frequency ranges for full PED tolerant aircraft.....	64
Table 6-5: CW test signal power for full PED tolerant aircraft.....	64
Table 6-6: Pulse Test Signal Power for Full PED Tolerant Aircraft.....	65
Table 6-7: Example RF exposure limits.....	70
Table 7-1: Detailed Explanations to Figure 7-2.....	80
Table 7-2: Detailed Explanations to Figure 7-3.....	83
Table A-1: Front Door Risk Assessment.....	A-15
Table E-1: Evaluated wireless communication standards.....	E-1
Table E-2: Pulse, amplitude modulated standards.....	E-5
Table E-3: Radiated power and resulting waveforms for pulse, amp, modulated standards.....	E-6
Table E-4: Radiated power and resulting waveforms for pulse, amp. modulated standards (continuation).....	E-7
Table E-5: FDMA/CDMA (CW-like) standards.....	E-10
Table E-6: Radiated power and waveforms for FDMA/CDMA (CW-like) standards.....	E-11
Table E-7: Radiated power and waveforms for FDMA/CDMA (CW-like) standards (continuation).....	E-12
Table E-8: Frequency ranges for full PED tolerant aircraft.....	E-23
Table E-9: CW test signal power for full PED tolerant aircraft.....	E-23
Table E-10: Pulse test signal power for full PED tolerant aircraft.....	E-23
Table F-1: MEF / dB according to number of sources and nominal distance d between them, 12 dB is covering all scenarios.....	F-2

TABLE OF FIGURES

Figure 1-1: Document Overview.....	2
Figure 3-1: Section Overview.....	13
Figure 3-2: General Overview Of Front Door PED Tolerance.....	16
Figure 3-3: General Overview Of Back Door PED Tolerance.....	17
Figure 3-4: Example Of FAA TCN Showing Initial TC Date.....	23
Figure 3-5: Example Of FAA Partial Tolerant Aircraft.....	23
Figure 3-6: Example Of FAA Full Tolerant Aircraft.....	23
Figure 5-1: Establishing Front Door Tolerance.....	39
Figure 6-1: Process Overview for Aircraft Backdoor Compatibility Assessment.....	49
Figure 6-2: Backdoor Coupling Assessment Flow Chart.....	53
Figure 6-3: Final Risk Assessment Process.....	59
Figure 6-4: Aircraft Backdoor Test Options.....	63
Figure 6-5: Example for Test Setup.....	68
Figure 7-1: High Level Flow Chart Overview of Section 7.....	75
Figure 7-2: Maintaining Front Door Coupling PED Tolerance.....	79
Figure 7-3: Maintaining Back Door Coupling PED Tolerance.....	82
Figure A-1: Flight Phases.....	A-14
Figure E-1: Test waveform for standards using TDMA or CSMA/FHSS schemes.....	E-9
Figure E-2: CW-waveform for standards providing no pulse modulation.....	E-13
Figure E-3: Field strength levels onto EUT for worst-case scenario for pulse-modulated T-PED signals including 6dB margin.....	E-15

Figure E-4: Field strength levels onto EUT for CW-like T-PED signals including 6dB margin	E-16
Figure E-5: Power levels at a 0.1 m distance between test antenna and EUT for pulse modulated (TDMA) T-PED signals including 6dB margin.....	E-17
Figure E-6: Power levels at a 0.1 m distance between test antenna and EUT for CW-like (FDMA) T-PED signals including 6dB margin.....	E-18
Figure E-7: Derived radiated field strength levels for pulse-modulated (TDMA) T-PED signals including 6 dB margins for laboratory equipment qualification.....	E-19
Figure E-8: Derived radiated field strength for CW like (FDMA) T-PED signals including 6 Db margins for laboratory equipment qualification	E-20
Figure E-9: Derived radiated power levels for 0.1m distance between test antenna and EUT for pulse-modulated (TDMA) T-PED signals including 6 dB margins for laboratory equipment qualification	E-21
Figure E-10: Derived radiated power levels for 0.1m distance between test antenna and EUT for CW-like (FDMA) T-PED signals including 6 dB margins for laboratory equipment qualification	E-22

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1 INTRODUCTION

1.1 Introduction

The PED ARC (Aviation Rulemaking Committee) established in 2013 made recommendations to clarify and provide guidance on allowing PEDs usage from gate to gate without compromising the continued safe operation of the aircraft. This led to the creation of the FAA operation guidance, see Appendix C. On EASA side, specific acceptable means of tolerance and guidance material to allow PED operation gate-to-gate can be found in [Table 3-1](#). The guidance contained in these FAA and EASA references are only intended for operational approval, they do not cover methods acceptable for aircraft certification.

This report includes some of the ARC's recommendations for allowing additional PED usage on airplanes as well as expanding on the operational guidance. It also provides additional methods for demonstrating PED tolerance. This document supplements existing guidance provided in DO-307 (and later revisions)/ED-239 (and later revisions), updates the previous ED-130 and supersedes DO-294. An overview of the document is provided in [Figure 1-1](#).