



U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana,
Oregon, Utah Washington,
Wyoming

October 24, 2016

Mr. Mike Schulter
Director of Business Development
Fly Boys



Dear Mr. Schulter:

In March of 2014, an initial evaluation of the PIVOT, Electronic Flight Bag (EFB) Universal Mounting Solution was accomplished by specialists from the Seattle Aircraft Evaluation Group. At that time, PIVOT was a new technology for establishing a secure attachment for a portable electronic device to an aircraft for continuous device access.

The PIVOT system consists of a dog bone connection between a PIVOT case with incorporated mounting channel and a universal mounting plate on the PED. When mated, it creates a secure connection between device and support arm. The connection to an aircraft can be accomplished through a variety of products ultimately terminating with the PIVOT mounting plate. These mounting solutions include the use of suction cups, as well as a number of existing STC mounts. Other products such as kneeboard adapters can be used in aircraft in which suction cup or STC may not be feasible or available.

Since the original evaluation of PIVOT, the number of supported devices has expanded. PIVOT now offers cases for the iPad Air, Air 2, PRO 9.7, Mini 1-4, MS Surface 3, PRO 4. The expectation is PIVOT will continue to develop products to accommodate new devices suited to use as an EFB.

We find the PIVOT hardware solutions to be operationally suitable for use on the flightdeck, and to satisfy the requirements for Federal Aviation Administration (FAA) Aircraft Evaluation Group (AEG) authorization. This determination of suitability is deemed to extend future PIVOT solutions as long as similar design and intended function is maintained.

The above determination of operational suitability does not relieve the requirement for operators to seek authorization to use this mounting solution and any corresponding EFB hardware and

software applications. Operational approval must be approved through the local Federal Aviation Administration (FAA) Certificate Management Office (CMO). Guidance for evaluating specific mounting, EFB and software applications can be found in FAA Order 8900.1, Vol. 4, Ch. 15.

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Sincerely,

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EFB Operations Focal
Seattle Aircraft Evaluation Group

[REDACTED] 10/24/2016