


# Electronic Flight Bag Approvals The UK View



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# The UK Burden

The UK has received / will soon receive EFB applications from nearly all of its AOC operators including:



# The UK Burden

- The type of applications range from the very large operators with multiple aircraft types to the small operator with one aircraft. These include both fixed wing and helicopters.
- Many operators plan a simple EFB solution to start with (eg document storage) and then 'graduate' to a more complex system (eg charting and performance calculations.) This results in continuous workload for the CAA over a long period of time, maybe years.
- For the CAA managing the large number of applications and the increasing scope of EFBs and their software has been challenging and has required an increase in resources allocate to EFB.

# Developments in EFB Scope

- Many operators are planning to have two different EFB solutions on board eg an installed device with a portable as back up and as document storage.
- With the FAA/EASA move to include 'viewable stowage' many operators are looking to take advantage of the cost savings of suction cup mounts and iPads.
- More and more operators are looking at a paperless flightdeck.
- OEMs are developing new software applications eg Boeing 737 QRH for iPad.

# Lessons learnt from Operational Approval.

- The operator needs to engage with the NAA at the very beginning of the development of their EFB requirements.
- A structured and documented approvals process is essential for managing the task.
- A checklist for the Flight Operations Inspector is a valuable tool for assessing the EFB Submission.
- The same checklist helps operators to better understand the requirements and the process they will have to go through.
- There is no 'common language' for EFB solutions between the major OEMs.

# Lessons Learned from Operational Approval

- A trial of the proposed EFB solution is required to complete the operational safety assessment.
- In practice the use of the trial/safety assessment has proven to the operator that their proposed EFB solution was impractical.
- EFBs do result in changes to SOPs (for example the way crews conduct briefings in the flight deck)
- In many cases operators have found that the change from a paper based solution to a fully electronic solution has been challenging.
- The role of the operator's EFB administrator is seen as essential in managing the change.

# The 'New' AMC 20-25

- The UK CAA welcomes the new draft of the AMC.
- The UK process and checklist will be updated to reflect this new draft.
- Some questions will still need further thought at an NAA level eg:
  - The implications of the proposed change from 'operational approval' to 'operational assessment'.
  - ICAO uses the word 'Approval' which some states may take as requiring documentation on the AOC certificate so will the use of an EFB need to be documented to satisfy Ramp Check requirements worldwide?
  - The requirement for a Sim check and a Line check for paperless operations.

# The 'New' AMC 20-25

- How to best 'assess' viewable stowage, eg if the mounting device uses suction cups, how does it perform with high cabin altitude/depressurisation, high turbulence.
- How to be pragmatic with the requirements for EMI testing.
- How to be pragmatic with de-pressurisation testing eg new versions of the same device ( the iPad is the classic example).

## ■ Questions?

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