



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

Development of ICAO SARPs

Future rulemaking by EASA

18 April 2013

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**EASA - Rulemaking Directorate
(R3.2)**

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- ➔ Outline
- ➔ ICAO SARPs status
 - ➔ SARPs
 - ➔ Timetable
 - ➔ ICAO taxonomy
- ➔ AMC20-25 status
- ➔ Upcoming RMT



Subgroup of the ICAO OPS Panel

Task:

- Draft EFB SARPs for ICAO Annex 6 (Part I, II & III)
- Develop ICAO EFB manual

Members:

FAA, EASA, IATA, BOEING, AIRBUS, IFALPA,...

Status:

- **Draft SARPs recommended by the last OPSP WG-WHL meeting (Mar 13) for adoption**
- EFB manual to be completed (End April).



Draft ICAO SARPs (Part I CAT/aeroplanes)

HARDWARE

6.24.1 EFB equipment

6.24.1.1 Where **portable EFBs** **the operator shall ensure** that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.....

Not always

OPERATIONAL APPROVAL

6.24.2.2 The **State of the Operator shall approve the operational use of EFB functions** when an EFB:

- a) is used as a primary source of information to perform functions required by airworthiness, airspace or operational requirements; and/or
- b) function is to be relied as a source of information critical to the safe operation of the aeroplane

ICAO Rulemaking process

ANC preliminary review (May 2013)

State letter type I (June)

Comments from States and international organisations (3 m)

Secretariat analysis of comments

Working paper for ANC final review

ANC final review (Nov 13)

Final text adopted Council (Mar 2014)

Applicability (Nov 2014)

2

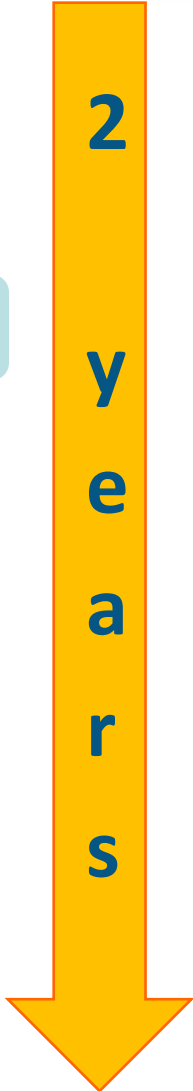
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ICAO SARPs make use of the following terms:

Notification

Acceptance

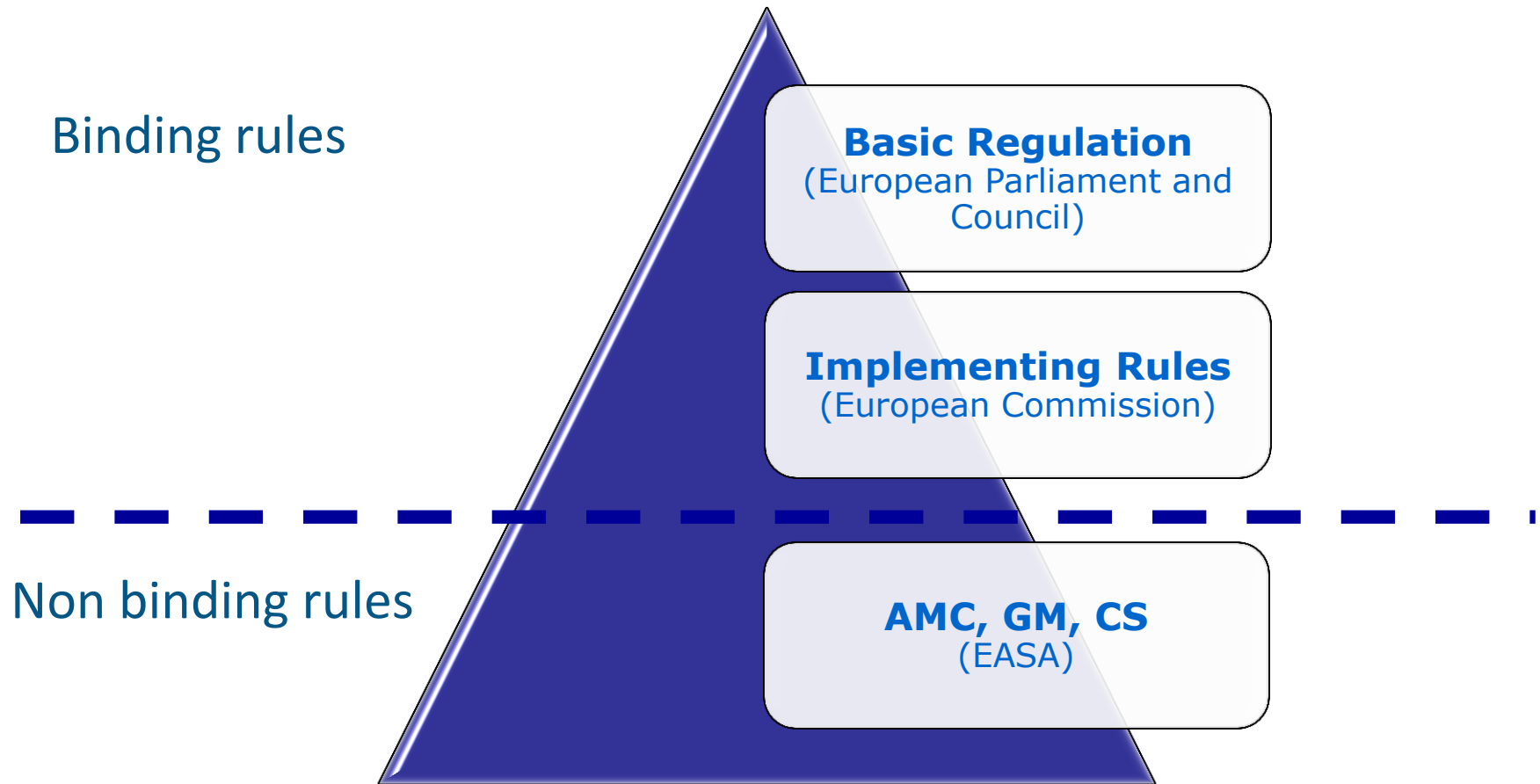
Authorisation

Approval

- No clear taxonomy on the use of these 4 terms
- OPSP recommended to develop standards for use of the terminology “authorisation”, “approval” and “acceptance”
- **Draft EFB SARPs are only relying on “approval”**
- **In the EU ‘approval’ is a formal process based on: ‘application’ → assessment → ‘reply’**

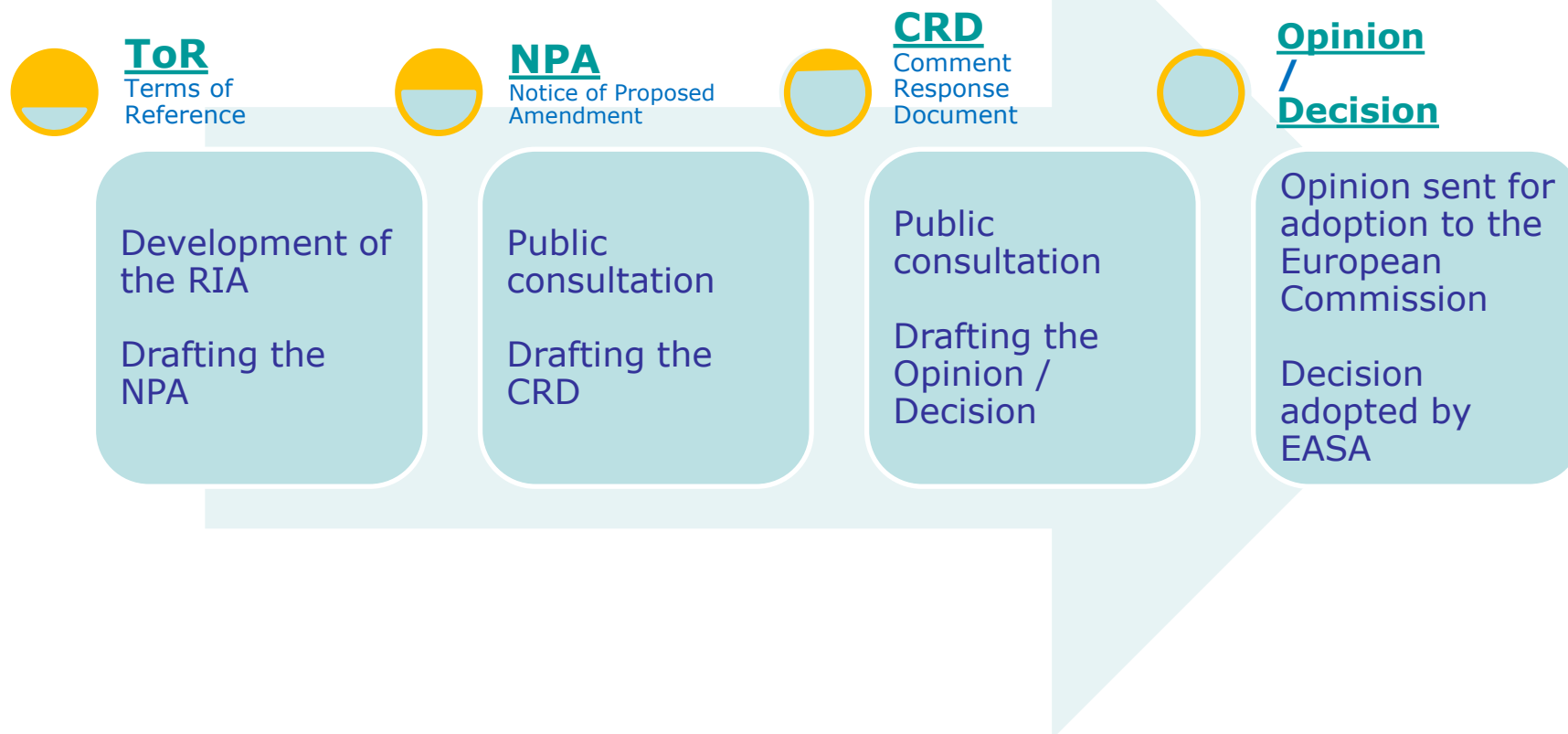


Rule hierarchy and responsible actors





EASA Rulemaking process



CAT.GEN.MPA.140 Portable electronic devices

The operator shall not permit any person to use a portable electronic device (PED) on board an aircraft that could adversely affect the performance of the aircraft's systems and equipment, and shall take all reasonable measures to prevent such use.

CAT.POL.MAB.105 Mass and balance data and documentation

[..]

(e) The **operator shall obtain approval** by the competent authority if he/she wishes to use an on-board integrated **mass and balance** computer system or a stand-alone computerised mass and balance system as a primary source for dispatch. The operator shall demonstrate the accuracy and reliability of that system.



AMC with a link to EFB in Part-CAT

AMC1 ORO.MLR.100 Operations manual - general

(b) The OM or parts thereof may be presented in any form, including electronic form. In all cases, the accessibility, usability and reliability should be assured.

AMC1 CAT.GEN.MPA.180 Documents, manuals and information to be carried

The documents, manuals and information may be available in a form other than on printed paper. An electronic storage medium is acceptable if accessibility, usability and reliability can be assured.



AMC1 CAT.GEN.MPA.140 Portable electronic devices

[..]

(c) Restrictions on the use of PEDs in the flight compartment

[..] the operator may allow the use of PEDs in the cockpit if:

(1) The conditions for the use of PEDs in-flight are specified in the operations manual.

(2) The PEDs do not pose a loose-item risk or other hazard.

(3) During critical phases of flight only C-PEDs with RF interference level checked,

(4) During pre-flight procedures, e.g. when loading route information into navigation systems or when monitoring fuel loading, no T-PED should be operated.



AMC1 CAT.POL.MAB.105(c) Mass and balance data and documentation

SIGNATURE OR EQUIVALENT

Where a signature by hand is impracticable or it is desirable to arrange the equivalent verification by electronic means, the following conditions should be applied in order to make an electronic signature the equivalent of a conventional hand-written signature:



EFB operational approval

- No IR in Regulation 965/2012 to which AMC20-25 could be linked.
- An IR is needed to introduce formal processes for operational approval in the EU
- Further guidance at AMC level
- **Final text of ICAO SARPs not yet known (SL type II expected in spring 2014)**
- AMC20-25 can't be delayed by more than 1 year to wait for an IR to be adopted
- **Further consultation necessary to transpose ICAO SARPs into IRs (AIR-OPS)**



Objective: Transposition of ICAO Annex 6 EFB provisions

- Task managed by FS (R3)
- Pre-RIA being drafted (finalised summer 2013)
- introduction in RMP 2014-2017
- ToR in Q1 2014
- Group foreseen
- Timeline to be defined in the ToR (NPA probably after ICAO SL Type II)
- CRD and Opinion published simultaneously (2015?)

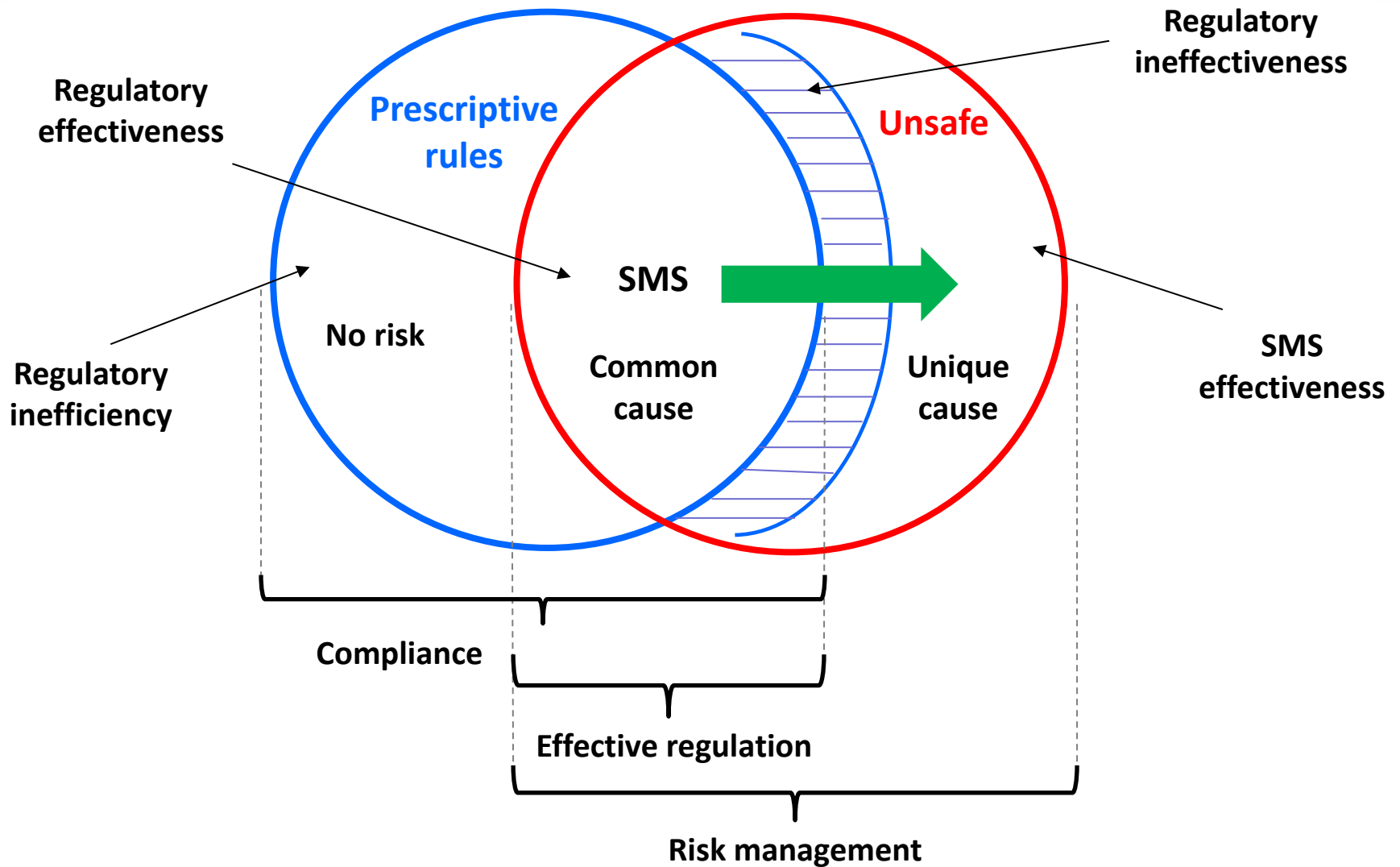
- **Obligations of the operator under its SMS**
 - Identify hazards
 - Assess and manage the associated risks
 - Monitor the compliance with the applicable requirements
- **Management of changes**
- **Procedure for element not requiring approval (approved together with the management system)**



Privileges



SMS vs prescriptive rules





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Flight Standards Department

Any Questions?

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