



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

EASA EFB Workshop

Filippo Tomasello – PM RMT.0001 (EASA)

18th April 2013

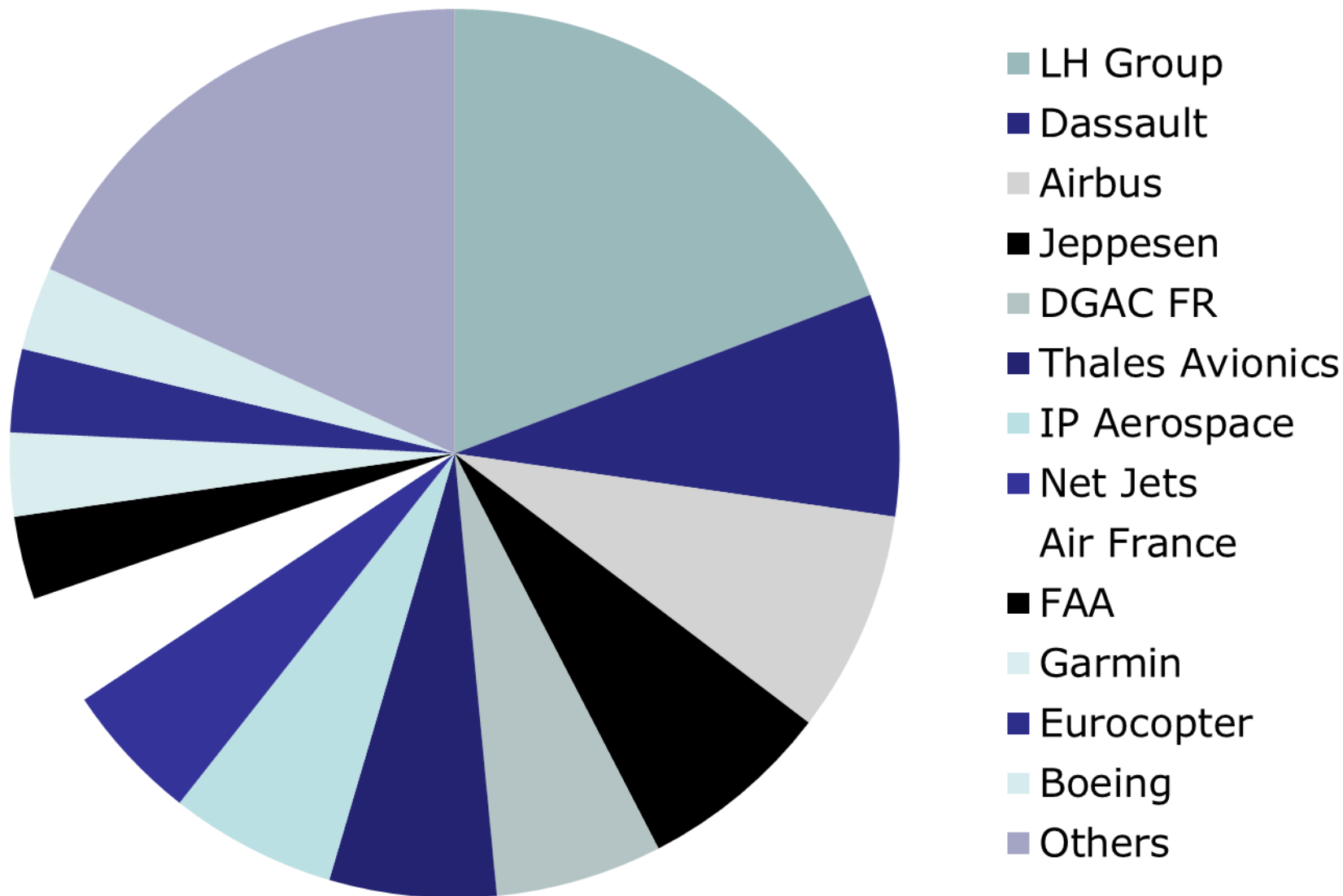
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History and status of the EFB task

- Issue 1 of the ToR published Dec 2006
 - To transpose JAA TGL 36
 - Consider FAA AC 120-76A
- Drafting Group established Jan 2007
- NPA originally planned June 2007 (i.e. before first extension)
- NPA 2012-02 published in March 2012
- CRD 2012-02 planned in the third quarter 2013
- Two decisions (AMC 20-25 and ETSO for AMMD) expected by end 2013
- Opinion through new RMT.0601 (to take into account ICAO SARPs)
- Regular update AMC 20-25 through 'recurring' RMT



13 commentators (over total 45) provided 82% of comments





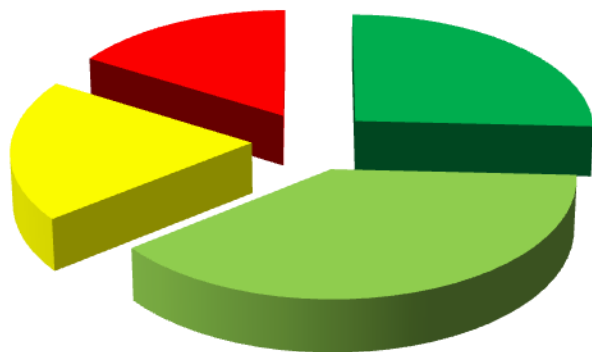
Representation in RG (11 ext + 6 int)

Organisation	Raised Comments	Notes
ASD members	25%	Members of Rev. Group
AEA/IATA Members	23%	
DGAC FR	6%	
FAA	3%	
Boeing	3%	
TOTAL	60%	Majority represented in RG
'prolific commentators'	22%	Jeppesen, IP Aerospace (consultant), NetJets (aero taxi), Garmin
'minor' commentators	18%	LBA, LFV and UK CAA raised few comments each, including general support



Disposition of received comments

901 unique comments



- Accepted
- Partially accepted
- Noted
- Not accepted

Disposition	Number	%
Accepted	232	25,8
Partially accepted	347	38,5
Partial total	579	64,3
Noted	176	19,5
Not accepted	146	16,2
Total	901	100

**Almost two thirds
accepted
(or partially)**



Main changes

- EFB Hardware Taxonomy:
 - Removal of Classes (1,2,3)
 - EFBs is either “installed” or “portable”
 - « Viewable Stowage »
- EFB Software Application Types:
 - AMMD converted into Type B
 - Removal of Type C (non-EFB) “approved” software applications
- New guidance material for Performance applications, EFB administrator and risk assessment
- No explicit mention of either operational approval or evaluations by Agency
- Non exhaustive lists of examples for Type A and B



Operational evaluations

Who?

Should
carry out
them?

Operator

Should
oversee
them?

Competent
authority at
national level

Could request
them by
EASA?

Competent
authority
Aircraft
manufacturers



Workshop conclusions on AMC 20-25

- Proposed approach shared by participants
- Harmonisation with FAA highly appreciated
- Legal impossibility to explicitly mention 'evaluations by Agency' and 'operational approval' at the level of AMC acknowledged
- The text is 'positioned for the future' allowing flexibility of solutions (manufacturers)
- EFB can enhance safety not only economy (operators)
- Possibility to ask evaluations by EASA should be extended to operators
- Some authorities challenged by huge number of applications: (safe) privileges to operators welcomed



After initial issue AMC 20-25

- Plan regular amendments as ICAO provisions, technology and operational experiences evolve
- EASA should explore possibility of creating means to exchange experiences (e.g. data base of approved portable models or batteries)
- Explore remaining issues:
 - Possibility of not always requesting approval for type B
 - Maintain active watch on security
 - Assess whether absence of mention in OPS SPECS causes problems during SAFA inspections
 - Reassess pragmatically EMI, suction cups and depressurisation testing
- More regulatory guidance required to evolve towards paperless operations



Workshop conclusions on ETSO AMMD

- Inclusion of AMMD in type B applications appreciated
- Inclusion of ETSO-2C165a in index 1 (i.e. technically identical to corresponding FAA TSO) highly appreciated
- Common understanding that ETSO authorisation is in fact voluntary



- Task urgent: accelerate pre-RIA for inclusion in RMP 2014-17
- Task urgent: ToR do not need to wait for State Letter type II
- NPA to be published as soon as possible after SL type II



IRs already adopted

➤ 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 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.....



IRs already adopted

ARO.GEN.310 Initial certification procedure — organisations

- (a) Upon receiving an application for the initial issue of a certificate for an organisation, the competent authority shall
- (b) When satisfied that the organisation is in compliance with the applicable requirements, the competent authority shall issue the certificate(s),
- (c) **To enable an organisation to implement changes without prior competent authority approval in accordance with ORO.GEN.130, the competent authority shall approve the procedure** submitted by the organisation defining the scope of such changes and describing how such changes will be managed and notified



Regulation 965/2012 (AIR-OPS)

Article 10 **Entry into force**

1. This Regulation shall enter into force on the third day following that of its publication in the *Official Journal*

It shall apply from 28 October 2012

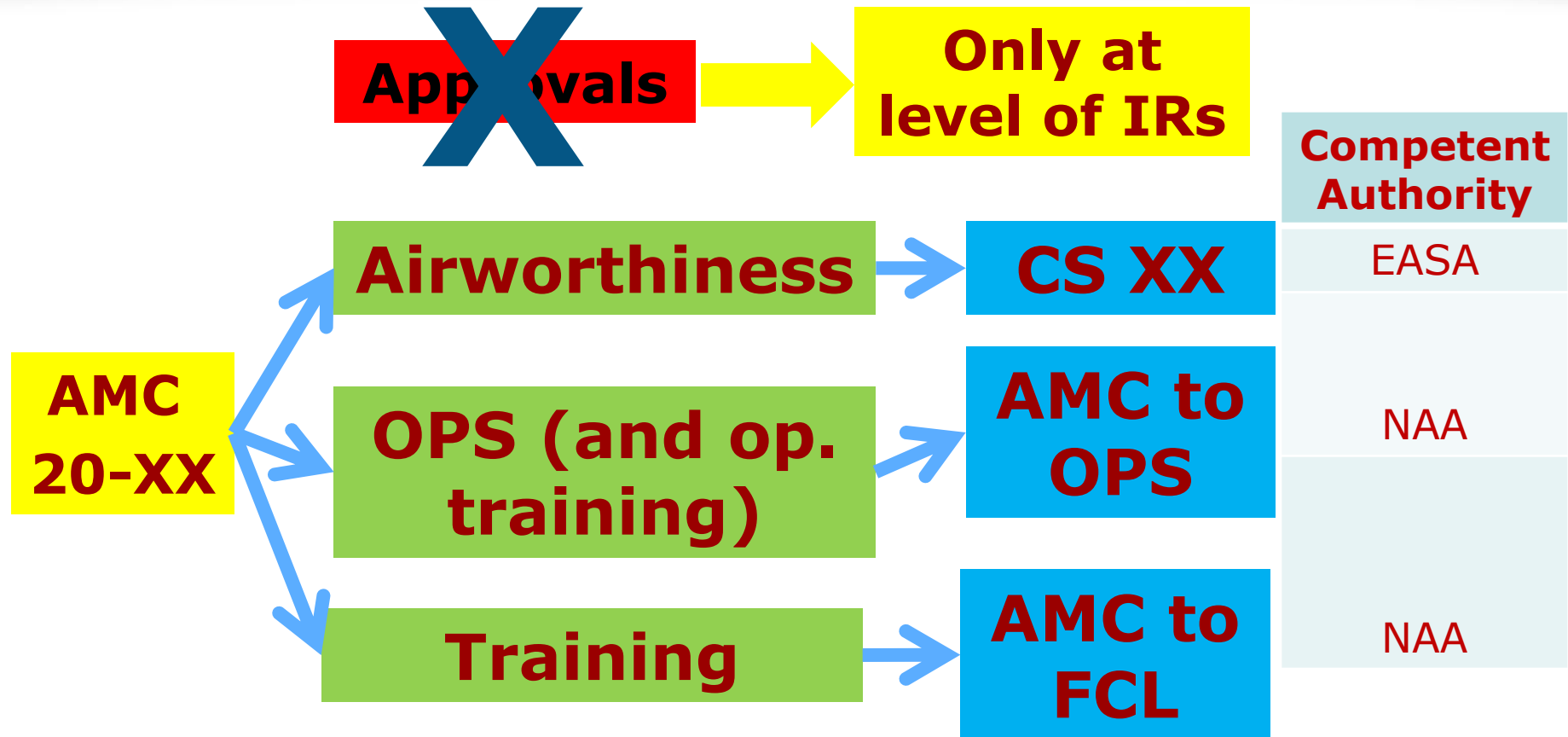
2. By way of derogation from the second subparagraph of paragraph 1, **MS may not apply** Annexes I to V **until 28 October 2014**

When a Member State makes use of that possibility, it shall notify the Commission and the Agency. This notification shall describe the reasons for such derogation and its duration as well as the programme for implementation containing actions envisaged and related timing

Even in the absence of specific IRs on EFB, MS may apply their administrative rules until Oct 2014. After that date ARO.GEN. 310(c)



AMC-20_way forward



- The first example: **NPA 2013-06 on 'horizontal' CS-ACNS** for airborne SUR equipment (Transponder and ADS-B)

Excellent support by the 'internal team', the RG and FAA Thanks 😊

- Large RG (11 external + 6 internal) & Workshop 18 April 2013
- In the CRD 'conclusions' per 'segment' = 125
- Plus individual replies to each comment = 921)
- 64% of comments accepted (or partially)
- Resulting text of AMC 20-25 in CRD
- Resulting text of ETSO-C165a in CRD
- Opinion to amend AIR-OPS to insert operational approval (in compliance with ICAO SARPs) through RMT.0601
- National rules on operational approval until Oct 14 (after 'procedures' approved by authority, until new IR)
- **2 months for possible reactions to CRD necessary:**
 - **Significant changes from NPA text**
 - **Complex and controversial**
 - **High sensitivity by stakeholders**

- **Excellent support by the 'internal team'**
- **... by the RG and its Chair Paul**
- **... by the FAA, in particular Brian Hint**
- **... by Isabelle, Joanna and Christophe who made the Workshop possible**
- **.... You all for participation and contribution 😊 😊 😊**