Airbus Charts+ 19.1 – EASA EFB Evaluation Letter

Date: 12.12.2019

To whomever it may concern,

Airbus has applied to EASA for an operational evaluation of the Charts+ software application developed for Windows and iOS (iPad). Charts+ is a chart and document viewing application. It is comprised of an enroute map function, terminal charts, clipboard and document viewer. It is designed to provide flight crew with access to navigational documents and information (terminal charts, enroute map, route guide, company documents) required for their operations.

EASA evaluation was based on compliance data provided by Airbus and limited functional tests on sample EFB host platforms. The requirements contained in Commission Regulation (EU) N° 965/2012 of 5 October 2012 (air operations rules), as amended to this date, have been considered.

The main objective of the evaluation was to assess compliance with the applicable guidance, evaluate the associated compliance dossier proposed by Airbus and agree on recommendations to the operators in terms of EFB training, procedures, and administration.

Airbus publishes the Charts+ User and Compliance Manuals (ref. NAVB.TEC.19.0093, version 3.0 for iOS, ref. NAVB.TEC.19.0100, version 1.0 for Windows), which contain important considerations and recommendations for the use of the Charts+ application in compliance with air operations rules and AMC. The manuals cover in particular considerations on the EFB hardware, backup means, V&V process, administration, flight crew procedures and training, and risk assessment.

EASA recommends operators to take into account the considerations and recommendations provided in the appropriate user and compliance manual. In particular, EASA recommends to pay attention to any customisation of the application by the operator. The operator remains responsible for the compliance and validity of the application, and should ensure that the aircraft are operated in accordance with the AFM and the operations manual.

Based on the user and compliance manuals and on the verifications conducted, EASA has no technical objection to the grant by the national authorities of an operational approval for the use of the application, provided that the recommendation in the user and compliance manuals are taken into account.

This letter does not constitute an operational approval and operators remain responsible for demonstrating compliance with the air operations rules and corresponding AMC to their competent authorities through the establishment of a detailed compliance check-list. EASA recommends for this purpose to take into account chapter 10.4 of the user and compliance manuals, which proposes means of compliance elements and highlights areas of operator responsibility.

Sincerely,

Carla Iorio
Special Projects Section Manager

cc.:   EASA: Dimitri Garbi