

Techlog module for AvioBook 19.2.1 – EASA EFB Evaluation Letter

Date: 29.01.2020

To whomever it may concern,

Thales Avionics SAS has applied to EASA for an operational evaluation of the AvioBook “Techlog” module, within the AvioBook software application version 19.2.1 developed by Aviovision for iOS (iPad). This module aims at replacing paper logbook in the aircraft. It shows the technical status of the aircraft and allows the users to update it according to their permissions (report defects, report actions done, check completed, deferral, release).

EASA evaluation was based on compliance data provided by Thales 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 well as requirements from Regulation (EU) No 1321/1024 (continuing airworthiness rules), as amended to this date, have been considered.

The main objective of the evaluation was to assess the compliance of the Techlog module against the applicable guidance, evaluate the associated compliance documents proposed by Thales and ensure that proper recommendations are provided to the operators in terms of EFB training, procedures, and administration.

Recommendations made by EASA were taken into account by Thales and Aviovision in version 19.2.1 of the application as well as for future versions.

Thales has published the AvioBook Techlog Operational Approval Guideline (Ref. ACD-20-016 rev. 1.0) document, which contains important instructions, assumptions and recommendations for the use of the Techlog module in compliance with the EFB regulatory guidance and continuing airworthiness requirements. The guideline document covers considerations on the risk assessment, flight crew operating procedures, training, human factors and Human Machine Interface (HMI), testing activities, administration, and dispatch considerations.

EASA recommends operators to take into account the instructions and recommendations provided in the approval guideline document. In particular, EASA recommends operators to:

- Ensure that the password scheme for Techlog access is robust, and that passwords are not shared among flight crew or ground personal, in order to guarantee the uniqueness of signatures and that the task is performed by the authorised staff with the correct credentials;
- Ensure that there are dedicated procedures within the CAME to properly manage users' permissions and roles, in order to ensure the credibility and protection of the database records.

A generic risk assessment is provided in Chapter 2.2.4 of the approval guideline document and is intended to be used by the operators to support the development of their own assessment. EASA highlights the importance to take into account the proposed mitigation means and procedures.

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

In accordance with AMC2 CAT.GEN.MPA.141(b), the Techlog module is classified as a Type A application. However as mentioned in Part-M, M.A.306(b), the application should be approved by the competent authority.

This letter does not constitute an operational approval and operators remain responsible for demonstrating compliance with the air operations and continuing airworthiness rules, and corresponding AMC, to their competent authorities through the establishment of detailed compliance check-lists. EASA recommends for this purpose to take into account the Compliance Matrix for Techlog document (Ref. 001-0023117625, Rev. 02), which proposes means of compliance elements and highlights areas of operator responsibility.

Sincerely,



Carla Iorio
STCs & Special Projects Section Manager
EASA - Certification Directorate

cc.: Thales: Tatiana Maillard
Avio: Marion Reybet-Degat
EASA: Dimitri Garbi