Airbus Flysmart+ L6.5.1 for Windows – EASA EFB Evaluation Letter

Date: 31.01.2020

To whomever it may concern,

Airbus has applied to EASA for an operational evaluation of the Flysmart+ software application developed for Windows. The FlySmart with Airbus software suite is composed of a set of applications which aims at:
- Computing the aircraft performance data (takeoff performance, Inflight performance, landing performance applications) and the weight and balance data (loadsheet application),
- Accessing the flight briefing data and updating the flight parameters, including Fuel data (EFF application),
- Displaying the Flight Operations documentation (OLB application) and in particular the FCOM, the MEL and the CDL.

FlySmart is also a platform capable of hosting and launching other application (as eQRH or other third parties applications).

EASA evaluation was based on compliance data provided by Airbus, desk and A350 engineering simulator evaluations. 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, guidelines and limitations, and 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 Flysmart+ for Windows User and Compliance Manuals (ref. X4611RP1713206, issue 2.2), which contains important considerations and recommendations for the use of the Flysmart+ application in compliance with air operations rules and AMC. The manual covers 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 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.

The A350 Guidelines and Limitations for EFB applications (Ref. V46RP1272709 issue 2.0 and V46FM1502667 issue 2.0) were also considered by Airbus, and compliance is justified in Airbus memo Ref. V46M19006840 at issue 2. That document covers the use of the A350 touchscreen interface.

Based on the user and compliance manual 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 Flysmart+ applications, provided that the recommendation in the user and compliance manual are taken into account.

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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 manual, which proposes means of compliance elements and highlights areas of operator responsibility.

Sincerely,

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