

## Airbus eQRH 3.0 – EASA EFB Evaluation Letter

Date: 20.03.2020

To whomever it may concern,

Airbus has applied to EASA for an operational evaluation of the eQRH software application developed for Windows and iOS (iPad). eQRH is a single software application for the Windows and iPad devices, enabling the display of and interaction with the operator's QRH manual. eQRH versions 1.0 and 2.0 were previously assessed by EASA and found compliant to AMC 20-25. This letter concerns eQRH 3.0, for which differences were evaluated in 2020.

EASA evaluation was based on compliance data provided by Airbus. 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 eQRH User and Compliance Manual (ref. X4611RP1705952, revision 3.0), which contains important considerations and recommendations for the use of the eQRH application in compliance with Air Ops rules. 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 eQRH User and Compliance Manual. In particular, EASA recommends to pay attention to any customisation of the data by the operator. The operator remains responsible for the compliance and validity of these data, and should ensure that the aircraft are operated in accordance with the AFM and the operations manual.

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 eQRH version 3.0 application, provided that the recommendation in the user and compliance manual 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 manual, which proposes means of compliance elements and highlights areas of operator responsibility.

Sincerely,



Carla Iorio  
Special Aeroplanes & Projects Section Manager

cc.: EASA: Dimitri Garbi