



## INTERIM REPORT

### for the Operations of an iPad class 1 EFB with charts applications in Dassault EASy cockpits

DASSAULT AVIATION has applied to EASA, through the letter DGT-DTC/CER 581006 in September 2011, for an operational evaluation of the use of two iPad 2 (models A1395 and A1396, iOS versions 5.x) to be operated as class 1 Electronic Flight Bags in EASy cockpit aircrafts with the purpose to display:

- Jeppesen Mobile TC iOS application (version 1.2), as a backup of the Jeppesen terminal charts applications of EASy (in replacement of the current paper backup).
- Jeppesen Mobile FD iOS application (version 1.0), with terminal charts as a backup of the EASy application, and with en-route charts and airway manuals used as primary means with FMS as a backup.

The evaluation was based upon the following documents:

- A comprehensive Master Policy,
- Flight Crew and Administrator procedures,
- A comprehensive Operational Risk Analysis (ORA),
- A compliance matrix to TGL36, AMC 20-25 draft and Operational Review Item n°09 for EFB,
- Other justification documents (HMI assessment, EMI analysis, flight test reports).

The evaluation has considered the integration of the iPad into the EASy avionics environment as a backup. It is based upon the following assumptions:

- The EFB administrator must lock down the location services (ownership position) of the devices using a passcode protection. Activating the ownership position option would qualify the applications as type C, thus requiring an EASA airworthiness approval.
- The EFB administrator ensures that non-EFB software applications do not adversely impact the operation of the EFB.
- A kneeboard that follows Dassault recommendations (form factor) is used. In that case only the approval may be granted for use during all phases of flight.
- The training proposed by Jeppesen for Mobile FD iOS en-route charts proposes a tutorial as a basic means to allow optimizing the use of the en-route charts, however operators must adapt it to their procedures.

This report does not substitute to, or prevail over any of the terms of the Jeppesen applications End User License Agreements (EULA) and of the Apple hardware and software Product Agreements. The users must read the EULA and have the responsibility to accept the different agreements prior to using the applications.

The EASA-OEB sees no technical objections to the grant by the National Authorities of an operational approval for the iPad with Jeppesen Mobile TC iOS and FD iOS applications, taking the proposed recommendations in this report into account.

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