



INTERIM REPORT – issue 2

For the Operation of a Class 2 EFB with an Electronic Performance calculation Module (Cruise phase) in the Dassault Falcon 7X

DASSAULT AVIATION has applied to EASA Flight Standards through the letter DGT-DTC/CER 578101 of March 25th, 2010, for an operational suitability evaluation of an Electronic Flight Bag (EFB) Class 2 (hardware CMC CMA-1100 installed on Falcon 7X).

The step 2 addressing the Electronic Performance Manual (EPM) dedicated to cruise performance calculation has been subject to an evaluation as follows:

This software application will be used in cross check with the FMS data. The EPM is intended to replace the paper Performance Manual (PM).

- EASA has evaluated the verification (EPM vs PM) process and not the results themselves.
- The version 1.7.4 tested was the object of a Pilot Assist List (PAL) addressing temporary problems, which have been fixed in version 1.7.5. Dassault Aviation will provide the update automatically to its customers.

The evaluation has been based upon the following Dassault Aviation documents:

- A comprehensive Master Policy.
- A comprehensive Operational Risk Assessment (ORA).
- A Training Syllabus, which should be used by operators as a basis for their training course.
- Presentation of the EPM Software verification process
- A Synthesis of evolutions from EPM v1.7.4 to v1.7.5
- User Help manual v1.3

The EASA-OEB sees no technical objection to the grant by the National Authorities of an operational approval of EPM v1.7.5 for the Falcon 7X regarding performance calculations in cruise.

The final evaluation report of this second step will be published on the EASA website: (<http://easa.europa.eu/certification/experts/OEB-reports.php>).

Note: In step 1, airworthiness items and software applications (JeppView /FliteDeck) have been evaluated; the results are contained in the "class 2 EFB for all Easy cockpit report" available on the EASA website.

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