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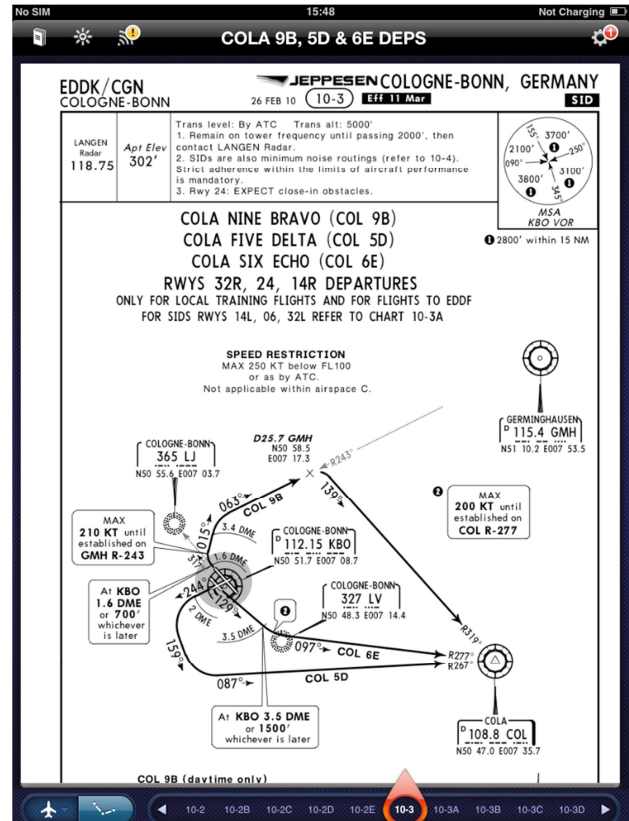
ELECTRONIC FLIGHT BAG (EFB) SOFTWARE EVALUATION REPORT

JEPPESEN

Jeppesen FliteDeck Pro (iOS) (Version 1.1)
Jeppesen Mobile TC Pro (iOS) (Version 1.3)

17 10 2012

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REVISION RECORD

REVISION NO:	DATED	SUMMARY
0	17 October 2012	Initial Issue.

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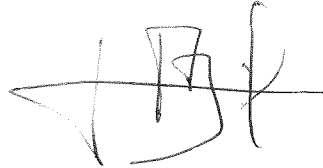
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ACRONYMS AND ABBREVIATIONS

AMC	Acceptable Means of Compliance
AMMD	Airport Moving Map Display
CBT	Computer Based Training
EASA	European Aviation Safety Agency
EFB	Electronic Flight Bag
EMI	Electromagnetic Interference
FAA	United States Federal Aviation Administration
FSTD	Flight Simulation Training Device
HMI	Human Machine Interface
LIFUS	Line Flying Under Supervision
MFD	Multi-function Display
NAA	National Aviation Authority
OEB	Operations Evaluation Board (EASA term)
TGL	Temporary Guidance Leaflet

PREAMBLE

Jeppesen has applied to the EASA Special OPS Evaluation Certification section on 27 10 2011 for the operational evaluation of Mobile TC Pro (iOS) and FliteDeck Pro (iOS).

This current evaluation has been performed using the following methods:

- Desktop review of the software specifications;

- Review of the results from the software evaluations performed by Jeppesen;

- Review of Jeppesen's ORA and compliance matrix;

- Limited functional tests on a sample EFB.

EXECUTIVE SUMMARY

The OEB evaluation found that the Jeppesen Mobile TC Pro (iOS) and FliteDeck Pro (iOS) satisfy the guidelines of JAA TGL 36 and Draft AMC 20-25, taking into account that this report does not address the evaluation of the hardware platform used to run the applications. The evaluation of the hardware, and the compliance with regulations linked to the regulations and guidance material remain a responsibility of the operators and their competent authority.
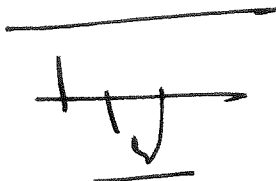
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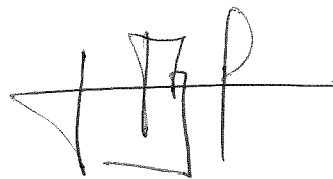
Requirements contained in Annex III to Commission Regulation (EC) No 859/2008 of 20 August 2008 (EU-OPS) paragraphs 1.135(b) and 1.1040 (m) have been considered together with guidance material in JAA TGL 36 (Approval of Electronic Flight Bags) and Draft AMC 20-25 (Airworthiness and Operational considerations for the Approval of Electronic Flight Bags.

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 operators must read the EULA and take 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 use of TC Pro iOS and FD Pro iOS software applications taking the recommendations proposed in this report into account.

Francois Fabre
Deputy Head of Flight department:
Date: 17 / 10 / 2012

Jean Baril
Special OPS Evaluation Section Manager
Date: 17 / 10 / 2012

1 PURPOSE AND APPLICABILITY

1.1 Purpose

This Report specifies EASA requirements and recommendations applicable to operators seeking Operational Approval to use the Jeppesen Mobile TC Pro (iOS) ("TC Pro iOS") and Jeppesen FliteDeck Pro (iOS) ("FD Pro iOS") applications under Annex III to Commission Regulation (EC) No 859/2008 of 20 August 2008 (referred to in this Report as "EU-OPS"), and it additionally provides guidance to National Aviation Authorities (NAAs) responsible for granting such approvals.

1.2 Applicability

This report is applicable to the Jeppesen applications TC Pro iOS (Version 1.4) and FD Pro iOS (Version 1.1), as well as subsequent versions added via addendum. Findings of compliance and recommendations of approval contained in this report are consistent with the guidance specified in JAA TGL 36 and Draft AMC 20-25. This Report assumes that the evaluation of the compliance of the EFB hardware and installation will be performed by the operator and evaluated by its competent authority.

This report includes:

- Minimum requirements which should be applied by the NAA when considering the grant of an Operational Approval;

- Information which is advisory in general, but is mandatory for particular operators if the designated configurations apply and if approved for that operator.

Provisions of this Report are effective until amended, superseded, or withdrawn.

2 GENERAL DESCRIPTION OF THE SOFTWARE

Jeppesen TC Pro iOS

The Jeppesen TC Pro iOS application grants electronic access to airport, airspace, departure, arrival and approach charts as well as text.

Jeppesen FD Pro iOS

The Jeppesen FD Pro iOS application includes all of the charts and content contained in the above mentioned Jeppesen TC Pro iOS edition, however, this version also adds data-driven en-route charts and textual content.

Data provided via either of the above applications is derived from the Jeppesen standard airway manual chart services and associated chart revision quality management programs.
However, customers may also select to display tailored Terminal Charts and text reflecting respective company procedures and information in replacement of the default 'Standard Charts'.

Jeppesen TC Pro iOS vs. FD Pro iOS Comparison Matrix

While Jeppesen TC Pro iOS contains a subset of the overall Jeppesen FD Pro iOS functionality, a few areas are addressed differently. The following comparison matrix is intended to provide an overview of features and functions as contained and available in the two Jeppesen software applications described above.

Feature and/ or Function	Jeppesen TC	Jeppesen FD
General Settings		
• Standardized Initialization Process	■	■
• Brightness Control	■	■
• Default Chart Zoom Level	■	■
• Zooming and Panning	■	■
• Rotation Lock	■	■
• Sleep Mode	■	■
• Present Position (incl. Warning according EASA requirement)		■*
• Printing	■	■
• Restore Quick Tips	■	■
• Reset User Settings	■	■
• Standardized Update Process	■	■
• Standardized Deactivation Process	■	■
• Help Files and Quick Tips	■	■

Software Application Features & Functions		
• Route Setup/Planning (& associated features)	-	■
• Enroute Map (& associated features)	-	■
• Notes (Operational, Regional & Reference)	-	■
• Airport Charts (& associated features)	■	■
• Text Pages (& associated features)	■	■
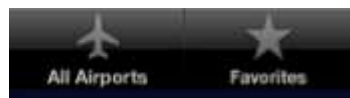
The symbol '■' indicates software application features and/ or functions which are included

*: The Present Position function is a capability of FD Pro iOS that has to be turned off and locked by the administrator. Refer to §4.7.2.

2.1 Terminal Charts

The Terminal Charts section contained in either one software application graphically displays pre-composed, vector-based Jeppesen terminal charts in order to support terminal operations (e.g. Arrival, Departure, Approach, Taxi etc). This component provides access in electronic graphical form to all Jeppesen terminal charts subscribed to by the operator.

The software framework provides a separation of "All Airports" and "Favorites" for Jeppesen TC Pro iOS. Additionally, Jeppesen FD Pro iOS provides "Route Airports".

Jeppesen TC Pro iOS Terminal Chart Organizational Structure

Jeppesen FD Pro iOS Terminal Chart Organizational Structure

All Airports
The All Airports section displays all terminal airport charts contained in the application in an alphabetical manner. Airports can be searched for by airport name or ICAO code; they can furthermore be selected including all subsequent charts, reviewed and used as available under this particular revision state.

Favourites
Once airports have been selected and/or, for more frequent utilization and quicker access, charts within the All Airports section, may also be marked as 'Favorites'. Any such charts selected will then be displayed in the favourite section.

Route Airports
Finally, when using the Jeppesen FD Pro iOS software application, airports (i.e. entered into the Route Planning interface) will automatically be referenced in the 'Route Airports list.

General
In any of the two software applications and as far as a specific airport has been selected, charts can be further sub structured into Approach, Departure, etc. Before using Terminal Charts on the flight deck, subscription data must be installed or updated.

All charts are monitored to their expiration and effectiveness within Jeppesen FDPro iOS and TC Pro iOS. FDPro iOS and TC Pro iOS offer a mid-cycle revision in order to have new charts available 24 hours prior to effectiveness and expired charts will be available 24 hours after expiration to enable a chart comparison.

2.2 Text

The Text section contained in both Jeppesen TC Pro iOS and Jeppesen FD Pro iOS graphically displays pre-composed Jeppesen Airway Manual text pages. The content and content structure is a direct reflection of the paper equivalent. It can be accessed through multiple viewers, including the iOS default viewer. Before using Text on the flight deck, subscription data must be installed or updated. Product Operations and user interaction will be described in Section 4.

2.3 En-route Charts

As mentioned above, En-route charts and data are only available through Jeppesen FD Pro iOS and not featured within TC Pro iOS.

The graphical display of En-route maps in Jeppesen FD Pro iOS is provided via dynamically rendered data. All En-route data objects are arranged in a contextual manner, which is done in respect to zoom levels and selected data themes. The data featured as part of this app includes navigation aids, airspaces, low and high En-route airways, intersections, terrain data, airports, and communications.
An automatic de-cluttering on predefined data depiction rules is also applied.

In addition to these selection/de-selection options, the data-driven en-route component also allows the selected access to important chart notes and aeronautical meta data, including background data linked to airways, airports, waypoints, etc. These can be interactively accessed and viewed by tapping the respective symbol on the screen.

3 SOFTWARE CLASSIFICATION

3.1 Classification

Both TC Pro iOS and FD Pro iOS are classified as Type B applications. This is under the condition that the own-ship position option is deactivated by the EFB administrator (cf §4.7.2.).

Activating the own-ship position option may define an application as type C, thus requiring an EASA airworthiness approval.

Both applications necessitate a third party PDF reader in order to open the text pages associated to the charts. This PDF reader application can be the default iOS application or another chosen by the operator. The PDF reader is required but however not considered as part of the evaluation.

3.2 Non-EFB Applications

The iOS system provides defaults applications not related to flight operations and allows easy installation of additional applications.

These applications are out of the scope of this document. An operators EFB administrator should ensure that non-EFB software applications do not adversely impact the operation of the EFB (see §4.7.4).

Non-Jeppesen applications providing an indication of current position (e.g. Apple's "Maps" application), should be considered to be non-approved type C applications if the present position function is not inhibited and locked by the administrator (see §4.7.2)..

4 OPERATIONAL EVALUATION

4.1 Operational Risk Analysis (ORA)

See Appendix A.

4.2 Human Machine Interface (HMI) Assessment

The following elements are based on a limited EASA evaluation and on supporting material provided by Jeppesen during the evaluation. Jeppesen performed operator tests and evaluations of both applications to influence the HMI design.

4.2.1 EFB Display Lighting and Reflectivity

Both TC Pro iOS and FD Pro iOS provide a Brightness control that adjusts brightness for the application only, without the need to use the device settings.

It is recommended that crew training emphasizes that point. During night flight, switching from one of the applications to a third-party application (e.g. PDF reader) may suddenly increase the screen brightness, which could be disturbing.

The legibility under the full range of lighting conditions expected on the operator's flight deck, including use in direct sunlight, is out of scope of this document and remains to be evaluated.

4.2.2 Legibility of Text

It is expected that the text displayed on the EFB will be legible to the typical user at all likely and reasonable viewing distances.

A good responsiveness of the device and applications allows to easily zoom in on / pan to smaller portions of text and labels if needed.

4.2.3 Input Devices

The assessment of the input device (touch screen) is out of scope of this evaluation. However, the behaviour of the touch screen during limited ground trials was satisfactory (see also §4.2.7.).

Operators and their competent authorities should evaluate on a case by case basis that flight deck reasonably expected environmental factors (in particular turbulence) do not affect the usability of the touch screen.

4.2.4 Messages and Use of Colours

4.2.4.1 Messages and Use of Colour

Use of colour:

In general, FD Pro iOS and TC Pro iOS satisfy the guidance provided by JAA TGL 36 and Draft AMC 20-25.

Messages:

There is no way to ensure at the applications level that interaction (visual and auditory) coming from non-EFB applications are disabled. Pop-ups, notifications and alarm sounds may be triggered unexpectedly depending on the configuration.

Thorough testing is therefore recommended to check the possible interactions of the suite of applications considered for use as part of the operator's EFB solution.

Possible work-around include turning notifications and sound off in the crew procedures. Certain pop-ups will however not be de-configurable, as the low battery warnings.

4.2.4.2 System Error Messages

Not applicable.

4.2.4.3 Data Entry Screening

Not applicable.

4.2.5 Error and Failure Modes

4.2.5.1 Flight Crew Error

For the presentation of terminal charts, identification of chart selection errors is performed as on the paper equivalent.

The dynamic presentation of en-route charts provide a few protections, like a display of the distance to the screen centre when a navigation item (navaid, waypoint) whose name exists several time in the databases is used.

4.2.5.2 Identifying Failure Modes

Not applicable.

4.2.6 Responsiveness of Applications

During the limited hands-on trial by EASA the responsiveness of the device and of the applications was satisfactory.

The response time of both TC Pro iOS and FD Pro iOS can be considered immediate for using terminal charts, and is virtually independent from conditions in and selections made on the device. Interacting with the en-route chart (moving, zooming, panning) requires an ad hoc composition and rendering of data and thus requires an active computing process that may require 1 to 2 seconds for completion. The more recent devices with faster CPUs allow a faster rendering.

A system busy indicator is implemented in both TC Pro iOS and FD Pro iOS.

Browsing through the text pages is done with a third-party application. The default iOS viewer can be used for that intent but it should be noted that due to the size of the documents (several hundred pages) the search function can be unusable.

4.2.7 Off-Screen Text and Content

If a chart segment is not visible in its entirety in the available display area, such as during "zoom" or "pan" operations, the existence of off-screen content is identified by scroll bars when the device touch screen is in use. The responsiveness of the touch screen allows for easy zooming and panning on the charts.

Not applicable to en-route chart.

4.2.8 Active Regions

The applications use the default iOS HMI widgets and there is no ambiguity concerning the active regions.

4.2.9 Managing Multiple Open Applications and Documents

The system allows easy switching between TC/FD Pro iOS and the text pages reader.

4.2.10 Flight Crew Workload

The crew workload evaluation can be considered out of the scope of this document since it depends on operator specificities, like positioning of the device and standard procedures.

Operators and their competent authorities should evaluate the EFB positioning, stowing, and intended use during applicable phases of flight (possible use of a kneeboard*), to insure there is no unacceptable flight crew workload or adverse safety implications.

*Note: although TGL 36 does not specify its use, some criteria of precaution should be envisaged (e.g. consideration of physical integration and interferences with cockpit controls and instruments).

4.3   Charts and text content

Terminal charts and text pages:

The evaluation was conducted taking into account Jeppesen's chart service.

The operators may however select to display tailored Terminal Charts and text pages reflecting respective company procedures and information in replacement of the default 'Standard Charts'. In that case, the operator and its competent authority should ensure that the system fulfils the applicable operational regulations requirements.

Jeppesen standard text pages and terminal charts are pre-composed. They depict the information as it appears on paper charts.

Enroute charts and data:

The Enroute chart and data is available as part of the FD Pro iOS application only.

It is subject to a data-driven approach, in which every interaction with the chart is reflected in an individual chart rendering. This results in a dynamic display of Enroute data, with the display of that data dependent upon the selection and/ or de-selection of features and components as available.

Enroute charts data can be considered as a reflection of the published data for papers charts.

There is one exception due to the absence of some chart elements related to traditional navigation but specified by ICAO annex 4: Change over points, distance between VORs, Signal gaps, and waypoints formations (also known as "Intersection formations").

FD Pro iOS en-route charts are therefore considered useable only in RNAV equipped aircrafts.

4.4   Flight Crew Procedures

4.4.1 Procedures for using EFB systems with other flight deck systems

Procedures for using the EFB with other flight deck systems is out of scope of this evaluation and remain under the operator's responsibility.

4.4.2 Flight crew awareness of EFB Software / Databases revisions

All charts are monitored to their expiration and effectiveness within Jeppesen FDPro iOS and TC Pro iOS. These Jeppesen iOS products implement a mid-cycle data evaluation in order to make new charts available 24 hours prior to effectiveness and expired charts available 24 hours after expiration. This implementation enable an ability to do a chart comparison.

Charts with changes are clearly marked with a flag and the specific date.
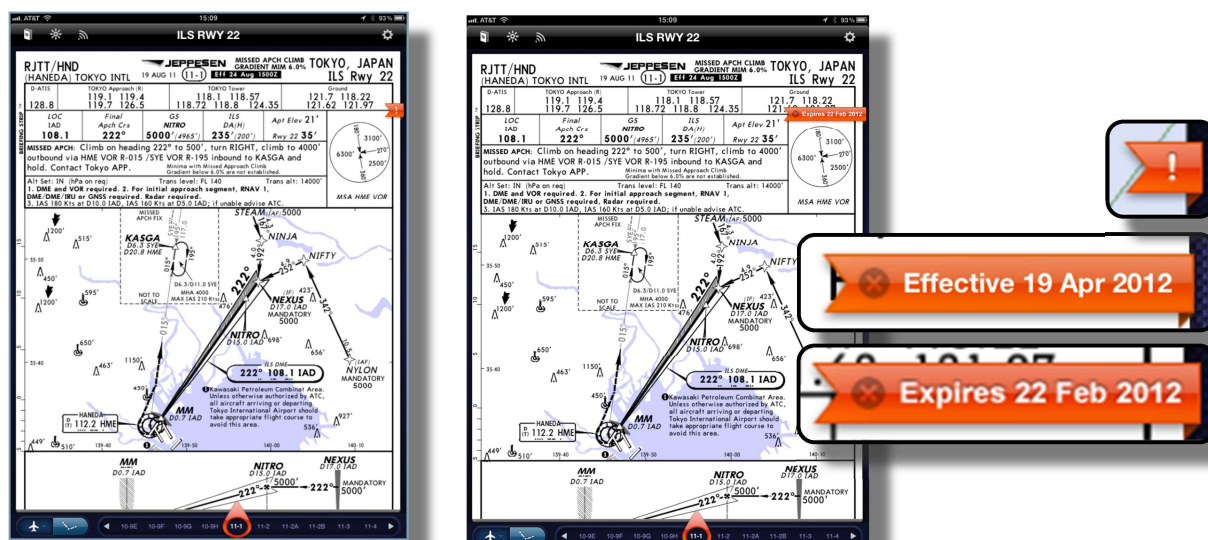
The operators should include crew procedures to check the currency of each EFB database during pre-flight checks.

These procedures should specify what actions should be taken if the databases loaded on the EFB are out of date.

4.4.3 Procedures to mitigate and/or control workload

The flight crew procedures are out of scope of this evaluation and remain under the operator's responsibility. Operators can base their procedures on the content suggested by Jeppesen, provided they are compliant to the requirements of AMC 20-25 draft.

4.5   Quality Assurance

Quality Assurance functions in the Administration of the EFB are the responsibility of the operator and its Quality Assurance programme.

4.6   EFB System Security

The operator's EFB Administration procedures must be capable of ensuring an appropriate level of EFB security.

The operator should use technologies and/or procedures to assure that unauthorized content cannot enter the EFB system.

Some protections are already built-in in the TC Pro iOS and FD Pro iOS applications. Integrity checks are performed after each data transfer, for full data sets and delta sets.

Several other general considerations regarding iOS EFB security are available in the evaluation results provided in Appendix C.

4.7   EFB Administration

The operator should appoint a person to the role of EFB Administrator. The EFB Administrator is responsible for hardware and software configuration management and for ensuring, in particular, that no unauthorised software is installed. The EFB Administrator is also responsible for ensuring that only a valid version of the application software and current data packages are installed on the EFB system.

The EFB Administrator should have received detailed training in both the ground systems hardware and

the software applications used to configure the EFB.

Administration procedures for the configuration of the EFB system, its updating, operational feedback, quality assurance functions and software configuration control should be established by the operator and documented in an EFB Policy and Procedures Manual. Details of the content of a typical EFB Policy and Procedures Manual may be found in Draft AMC 20-25 at Appendix G.

Jeppesen provides the so-called Jeppesen Distribution Manager Pro (JDM Pro), as a back office application for managing EFB and supporting the mobile EFBs. This application is an integral part of the Jeppesen iOS-product "Pro" system and provides the ability to configure and manage data, and data updates between Ground Services (e.g. EFB administrator or data maintenance personal) and the EFB. The evaluation has found that it constitutes an acceptable tool for EFB administrators to perform configuration control.

Although EFB administration remains an operator's responsibility, the paragraphs below address some aspects that were discussed during the evaluation and deemed important.

4.7.1 EFB Data Revision Process

4.7.1.1 Software Revisions

This evaluation is applicable to the software versions TC Pro iOS 1.3 and FD Pro iOS 1.1 as well as upcoming software revisions if categorized as patch or minor point releases. Major point releases are not covered by this evaluation and need to be covered by separate addendums to this evaluation report.

Operators are notified in advance of upcoming software releases via Jeppesen release notes or product marketing annunciations.

Jeppesen's general notification process is:

• 6 weeks – for major point releases that include significant changes to the application interactions models.
• 4 weeks – for minor point releases that have new features and capabilities but no major changes to the interaction with the application.
• 1-2 week's notice for patch releases.
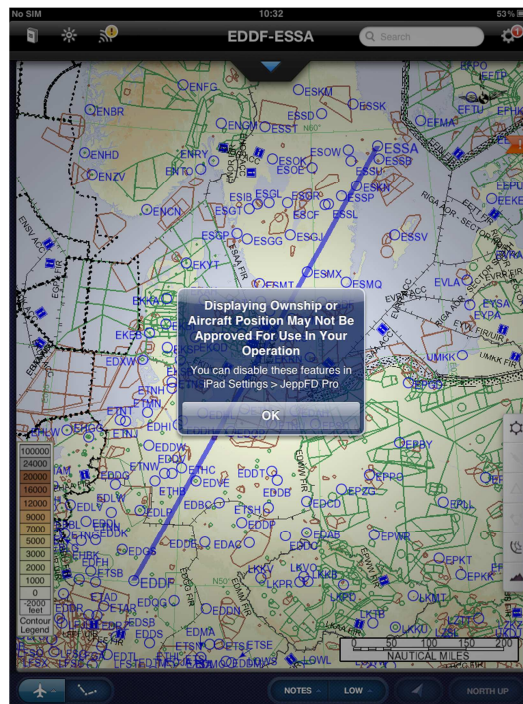
4.7.1.2 Charts Revisions

The data updates can be managed by the administrator through JDM Pro.

4.7.2 Ownship position function

As stated, in §3, the own-ship position function (a.k.a. "locations services") may be globally deactivated. Other mechanisms for disabling ownship position described below:

The evaluation has found that in order to be acceptable, the enabling of ownship position must be controlled and restricted by the operator. This can be realized either overall via the EFB administrator by locking down the location services of the devices and using the iOS passcode protection for the Settings Page, or specific to TC Pro and FD Pro by disabling the ownship position indicator in the TC Pro and FD Pro application settings. This should be the default setting when deploying the software to Crew members and the Flight Crew Operations Manual shall reference the TC Pro / FD Pro warning message in case ownship depiction is enabled.

4.7.3   System updates (iOS)

This evaluation is applicable to iOS 5.x.
Any new iOS major version should imply an evaluation to verify it has no adverse effect on the application.

It is recommended that operators implement administrator procedures to not update their devices to new major releases of iOS until such time as Jeppesen reports that no compatibility issues remain between the revised OS and the Jeppesen software.

4.7.4   Non-EFB Software applications

The iOS system provides defaults applications not related to flight operations and allows to easily install additional applications.

These applications are out of the scope of this document. However, it should be reminded that the EFB administrator should ensure that non-EFB software applications do not adversely impact the operation of the EFB.

It is recommended that the EFB administrator inhibits the possibility to install new applications, once the EFB is in the defined software configuration. This should be achieved with a passcode.

4.8   System Maintenance

Not applicable.

4.9   Flight Crew Training

Areas of emphasis during initial EFB training concerning the TC Pro iOS and FD Pro iOS applications:

- The intended use of the software applications together with limitations and prohibitions on their use;

- Proper verification of the applicability of the information (charts, text) being used;

- Proper use of electronic en-route charts versus paper charts, including use of the "layers" system;

- Failure of the applications;

- Restrictions on the use of the device (ownship position inhibition, non-EFB applications and configuration management).

These topics should be part of a larger training program covering as well the hardware aspects, like the use of the EFB hardware and the need for proper adjustment of lighting when the system is used in-flight, hardware environmental limitations, etc.

4.10   Operational Evaluation Test

Before the granting of an Operational Approval, the operator should ensure, and the NAA should verify by means of an Operational Evaluation Test, that the guidance and recommendations of JAA TGL 36, Draft AMC 20-25 and those contained in this OEB Report have been satisfied.

4.10.1   *Initial Retention of Paper Back Up*

Where paper is initially retained as back-up for the purpose of validating the paperless-solution provided by this Jeppesen EFB technology, the Operational Evaluation Test will consist of an in-service proving period typically performed via an operationally-appropriate number of test and evaluation flights. The purpose of the in-service proving period is for the operator to demonstrate to the NAA that the EFB system provides an acceptable level of accessibility; usability and reliability to those required by the applicable operational requirements (see OPS 1.135(b) and 1.1040(m)). In particular that:

- The operator's flight crew are able to operate the EFB applications without reference to paper;

- The operator's administration procedures are in place and function correctly;

- The operator is capable of providing timely updates to the applications on the EFB where a database is involved;

- The introduction of the EFB without paper back up does not adversely affect the operator's operating procedures and that alternative procedures for use when the EFB system is not available provide an acceptable equivalent;

- The six month period dedicated to this check should take the frequency of the flights into account.

The results of the demonstration may be documented in the form of a Report from the in-service proving period on the performance of the EFB system.

The operator may then be granted an Operational Approval of the EFB to allow removal of the paper back up by their NAA if they have shown that the EFB system is sufficiently robust.

4.10.2   *Commencement of Operations Without Paper Back Up*

Where an operator seeks credit to start operations without paper back up, in addition to the above, the Operational Evaluation Test should also consider the following elements:

- A detailed review of the Operational Risk Analysis (ORA) – see Appendix A;

- A simulator LOFT session to verify the use of the EFB under operational conditions including normal, abnormal and emergency conditions. Items such as a late runway change and diversion to an alternate should be included;

Observation by the NAA of the initial line flights.
The operator should demonstrate to the NAA that they will be able to continue to maintain the EFB to the required standard through the actions of the Administrator and the Quality Assurance Programme.

5   EFB HARDWARE

The EFB Hardware supporting the TC Pro iOS and FD Pro iOS applications is out of scope of this evaluation.

The operators and its competent authority must ensure that the EFB hardware and its installed resources meet the applicable requirements.

Certain recommendations concerning the hardware (Batteries, rapid depressurisation) are provided by Jeppesen to the operators.

6   APPLICATION OF EFB SOFTWARE EVALUATION REPORT

This OEB EFB Software Evaluation Report is applicable to both operators and NAAs when considering an application for Operational Approval with use of the Jeppesen applications. The OEB has found that the Jeppesen TC Pro iOS and FD Pro iOS software as evaluated satisfy the corresponding guidance of JAA TGL 36 and Draft AMC 20-25.

However, the evaluation of the hardware and its compliance with regulations remains a responsibility of the operators and their competent authority. The findings of this report do not constitute an Operational Approval and individual operators must obtain approval from their NAA prior to use of these applications.

7   ALTERNATE MEANS OF COMPLIANCE

Alternate means of compliance to the recommendations contained in this Report may be approved by the operator's NAA. If alternate means of compliance are proposed, operators may be required to establish that any proposed alternate means provides an equivalent level of safety to the recommendations of JAA TGL 36, AMC 20-25 and this OEB Report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

8   LIST OF REQUIRED DOCUMENTS

Operators will need to develop, or have available, the following documents to support their application for Operational Approval:

- Aeroplane Flight Manual;

- Flight Crew Operations Manual;

- Flight Crew Training Manual;

- MEL;
- EFB Policy and Procedures Manual;

- Training syllabus and courseware for:

    o Flight Crew;
    o EFB Administrator and ground support personnel;
    o Maintenance.

- Software:

    o Data revision process;
    o Configuration Control process;
    o Quality Control and Quality Assurance processes.

- Relevant Maintenance documents for EFB :

    o Aircraft Maintenance Manual (Chapter 46);
    o Fault Reporting Manual;
    o Fault Isolation Manual;
    o Illustrated Parts Catalogue.

- Maintenance Procedures.

9   APPENDICES

The following Appendices are part of the report, and the corresponding documents available on request.

Appendix A   Operational Risk Assessment

Appendix B   Compliance Matrix

Appendix C   Evaluation Report

APPENDIX A: OPERATIONAL RISK ASSESSMENT

The document is available on request to Jeppesen.

APPENDIX B: COMPLIANCE MATRIX

(document date : 29 03 12)

The document is available on request to Jeppesen.

APPENDIX C: EVALUATION REPORT

This document is a report of an independent study order by EASA on some security and administration aspects of the iOS system.

The report is available on request to EASA.