

Carla Iorio  
STCs & Special Projects Section Manager  
EASA - Certification Directorate

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Florent Birling  
Airline Business Director

GTD Air Services S.L.U.  
Paseo Garcia Faria, 17  
E-08005 Barcelona  
Spain

**Subject: eWAS 3.0**

Date: 14.12.2018

To whomever it may concern,

GTD Air Services S.L.U. has applied to EASA for an operational evaluation of the eWAS application version 3.0.2, for Windows and iOS (iPad). eWAS is intended for use by Commercial Air Transport operators to provide pilots with weather information available from multiple observation and forecasting reliable sources, as a supplementary tool to improve pilot weather situation awareness and strategic decision making.

EASA evaluation was based on compliance data provided by GTD and on limited functional tests on a sample EFB. The requirements contained in Commission Regulation (EU) N° 965/2012 of 5 October 2012 (Air Operations Rules) have been considered together with AMC 20-25 (Airworthiness and Operational considerations for Electronic Flight Bags). Consideration was also given to future means of compliance for IFW (In Flight Weather) applications contained in CRD 2016-12.

The main objective of the evaluation was to assess the compliance of eWAS 3.0.2 against the applicable guidance, evaluate the associated compliance dossier proposed by GTD and provide recommendations to the operators in terms of EFB training, procedures, and administration.

Recommendations were made by EASA and were taken into account by GTD in version 3.0.2 of the application as well as for future versions.

GTD publishes the following documentation which contain important considerations and recommendations for the use of eWAS in compliance with the EFB regulatory guidance.

- Compliance Matrix, Ref. GTD\_eWAS-PILOT\_D2\_CM, edition 1.1 dated 8 November 2018,
- Risk Assessment Document, Ref. eWAS-PILOT\_D03\_RA, edition 1.1 dated 8 November 2018,
- eWAS-Pilot Application Upstream Processes, Ref. GTD\_eWAS-PILOT\_D4\_UP, edition 1.0 dated 24 October 2018,
- HMI & HF assessment of eWAS-Pilot V3.0, edition 1.0 dated 3 December 2018,
- eWAS Pilot v3.0 User Guide, dated 25 October 2018,
- eWAS-Pilot V3 Training Material and Deployment Guidelines, Ref. GTD\_eWAS-PILOT-D7\_TRN, edition 1.0 dated 25 October 2018.

EASA recommends operators to take into account the considerations and recommendations provided in these documents.

Further details on compliance with AMC 20-25, highlighting areas of operator responsibility, are contained in the Compliance Matrix document. It is to be noted in particular that compliance demonstration aspects of EFB hardware aspects and EFB hardware integration in the operator's aircraft remain under operator's responsibility.

EASA recognizes that eWAS version 3.0.2 satisfies the applicable guidelines of AMC 20-25 and has no technical objection to the grant by the National Authorities of an operational approval for the use of the application provided that the recommendations proposed in the Annex to this letter and the documentation from GTD are taken into account.

This letter does not constitute an Operational Approval, operators remain responsible for demonstrating compliance with the EFB requirements and guidance of their National Aviation Authority.

Sincerely,



Carla Iorio,

CC: Dimitri Garbi

## Annex

In addition to the recommendations contained in the GTD documents referenced above, and to the guidance and requirements of AMC 20-25, the following applies:

- The use of eWAS should be non-safety-critical and not necessary for the performance of the flight. In order for it to be non-safety-critical, eWAS data should not be used to support tactical decisions and/or as a substitute for certified aircraft systems (e.g. weather radar).
- The use of eWAS is limited to pre-flight preparation (briefing), and in-flight cruise and approach above FL100, excluding taxiing, take-off, and landing.
- The Flight Crew training should cover the following items:
  - Color scheme for weather depiction,
  - Philosophy to discriminate type of weather data with colors, and weather severity with color intensity,
  - Distinction between observations & forecasts,
  - Understanding of the predicted aircraft position function,
  - Use of pilot reporting function to feedback any suspicious weather to the operator,
  - Limitations of use of NOTAM information in eWAS: NOTAMs are not for briefing purposes and should not be used as primary information.
- The use of eWAS should not disrupt flight crew briefing time on the weather situation for their flight,
- Dispatchers should as far as possible use similar data to that provided to eWAS pilot,
- The choice of weather products has to be consistent and evaluated by the company,
- The interface being highly customizable, final evaluations of its human factors aspects have to be considered by operators,
- The own-ship position function based on GPS should be deactivated.

Sincerely,



Carla Iorio,

CC: Dimitri Garbi