

# Current EFB Evaluation Process

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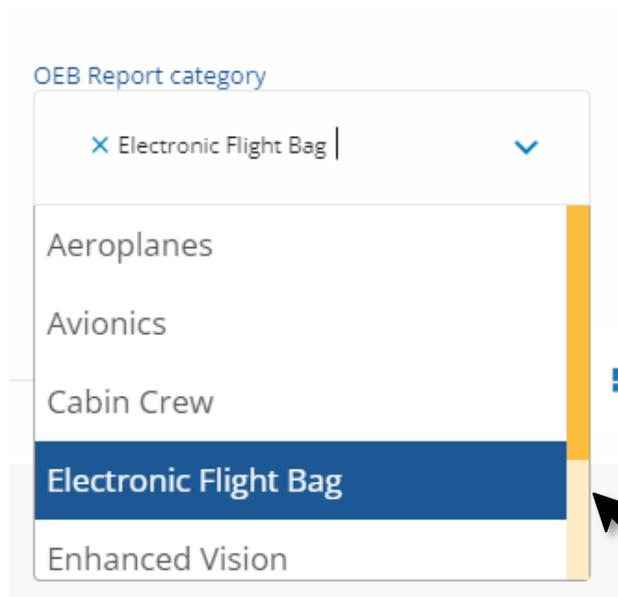
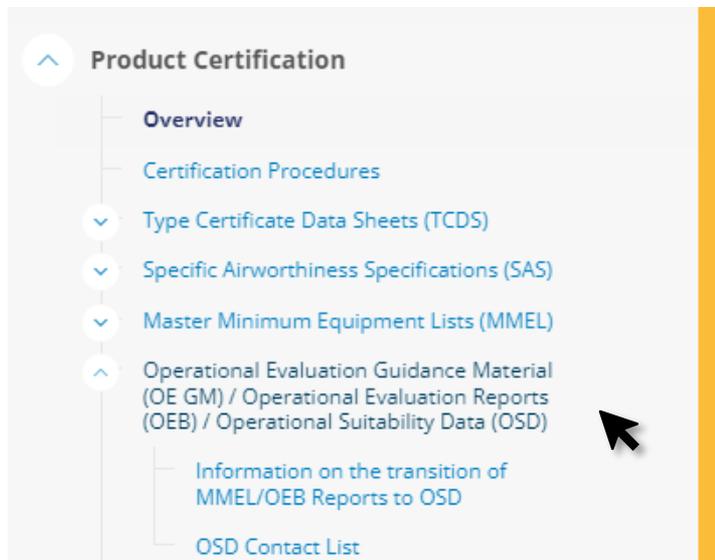
# Background for the EFB Evaluations

- Authorising EFB use is under operator's responsibility,
- National authorities deliver operational approvals (for type B applications).
  
- In 2011 EASA started providing a service for the evaluation of EFB applications under the Operational Evaluation Board (OEB),
- The service remained after the transition from the OEB to the OSD.
  
- The evaluation consists in an advanced review of compliance against applicable Air OPS requirements,
- It results in a NTO (Non Technical Objection) letter, which may facilitate operational approvals.



# Accessing the reports

<https://www.easa.europa.eu/en/document-library>



# Scope of an EASA EFB Evaluation

- (1) EFB Hardware (platform)
- (2) EFB Software (classification, HMI, software assurance...)
- (3) Non-airline specific ops issues (generic risk assessment, training syllabus, generic procedures and admin guidelines...)
- (4) Airline-specific ops issues (EFB administration, risk assessment, company procedures, maintenance, training, dispatch, integration in the A/C...)

	H/W	S/W	Generic Ops	Specific Ops
EASA	(On request)	(On request)		N/A
Operator	Responsible			
NAA	Oversee – approve			

# EFB Evaluation, from start to finish

- Pre-application meeting
- Application (Form 194)
- Kick-Off meeting
  
- Documents Review
  - User and Administration Manuals
  - Risk Assessment
  - Compliance Matrix
  - Compliance Data (including HMI/HF data)
- “Evaluation” sessions (simulator) / Desktop reviews
  
- Non-Technical Objection (NTO) letter published



EASA Working Hours  
10 – 200+



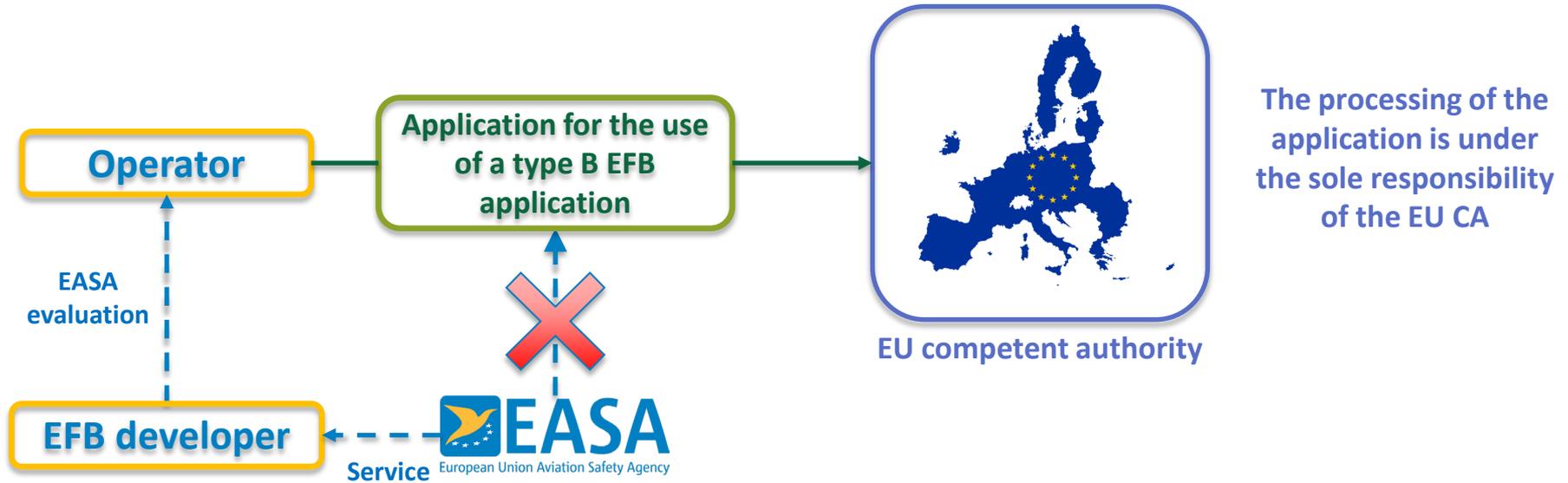
Hourly fees scheme

Navigation menu with buttons: Home, Settings, Profile, Logout

**EXTINGUISHING:**  
IF SMOKES SOURCE NOT IMMEDIATELY ISOLATED:

- 1. CONTAINMENT
- 2. REMOVE ALL OIL, FUEL, AND SOLIDS
- 3. IF ANY FIRE OR HOT SURFACES, IF SMOKES COMES BY RELATED TWEAK
- 4. IF ANY TYPE OF THE OPERATIONS, IF SITUATION NOT

# EASA evaluations and OPS requirements



=> EASA evaluations are not binding.

=> A possible consequence is an unharmonized implementation of the EFB OPS requirements

[easa.europa.eu/connect](https://easa.europa.eu/connect)



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