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For EASA 2018(D) 51281
CIO/aco/CT.1.4
Cologne20 March.2018

Subject: ANNEX_Boeing – OPT version 4.3

Reference: EASA 2018(D) 51281 dated 20.03.18

Date: 20 March 2018

To whomever it may concern,

Boeing has applied to EASA for an operational evaluation of the OPT software application for iOS (iPad). OPT is a single application for the iPad, allowing the computation of takeoff and landing performance.

EASA evaluation was based on compliance data provided by Boeing 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).

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

Recommendations were made by EASA and should be taken into account by Boeing in future versions.

EASA will publish a report detailing the work done, as well as including recommendations to operators and National Authorities for the use of the application. The report will provide areas of compliance to the AMC 20-25.

Pending availability of this report and based on elements provided by Boeing, EASA recognizes that OPT 4.3 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 this letter are taken into account, as well as those in the report once available.

This letter replaces and supersedes EASA letter on OPT version 4.27 (dated 3 July 2017). It does not constitute an Operational Approval, operators remain responsible for demonstrating compliance with the EFB requirements and guidance of their National Aviation Authority. EASA recommends to discontinue the use of version 4.27 and earlier.

Provisional Recommendations

Pending the publication of a report dedicated to OPT, including recommendations specific to the application, it is recommended that the operator bases its evaluations and in particular its EFB risk assessment (as required by AMC 20-25 chapter 7.2) on the considerations contained in the Boeing Risk Assessment for mobile applications (Ref. D6-84081-4701, dated March 21, 2018) written by Boeing in accordance with the AMC 20-25 guidance.

In addition to those recommendations, and to the guidance and requirements of AMC 20-25, it is recommended that the EFB flight crew and administration training covers the following areas of emphasis:

- Proper configuration of the application by the administrator and proper crew procedures to take into account operator's specificities. The configuration of the performance and loadsheet related parameters should be verified by the administrator for compliance with the applicable operational rules. The administrator should assure that the application customization does not jeopardize the results validity.
- The training should emphasize the importance for the crew to execute all calculations in accordance with the SOPs, to assure fully independent calculations and to perform the necessary cross- and gross-error checks.
- The training should stress that care should be taken while performing calculations, and that upon distraction or interruption during the input sequence it should be considered to start from the beginning again.
- Use of MEL/CDL items: the training should emphasize the proper use and verification of MEL and CDL items selection. The use of such items in the performance application does not relieve the crew to check the associated procedures in the DDG. It is the crew responsibility to ensure that all items selected are compatible with each other.
- The crew should understand how the OPT is managing performance assumptions such as credit for thrust reversers.
- The OPT does not have a feature to automatically delete outdated input fields as required per AMC 20-25 D.3.2. This deviation is deemed acceptable provided that the operator's SOPs ensure that the crew will select an airport before each calculation and ensure that no outdated inputs or outputs remain.

Sincerely,

Carla Iorio,



CC: Tina Vesper, Dimitri Garbi