

EFB ETSOA Process / AvioBook-Thales perspective

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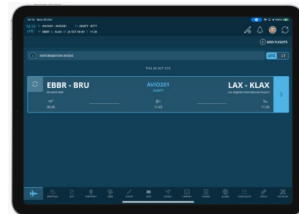
Ref. ACD-23-159 / Rev. -



Who we are

AvioBook

- A Belgian company founded in 2010
- Fully acquired as a subsidiary in October 2016 by the Thales group
- Developing the AvioBook connected suite to support airplane or helicopter Commercial Air Transport operators, including "FLIGHT" an EFB application running on an iPad
- 65+ Airlines / 4,000 aircraft / 30+ approved countries



Thales AVS

- A French company in the Thales group
- Developing avionics equipment and systems in the civil and military fields for rotorcrafts, large and small airplanes
- Holder of many ETSOA on avionics product (GPS, ADC, FMS, IESI, CPIOM, etc...)
- Providing AvioBook with certification support

Feedback on the current context (1/2)

Experience with EASA

- 3 OEB done on 3 different modules (last one obtained in 2023)
 - Light and flexible process though a low-priority task for EASA
- No ETSO application started yet

Experience with operators

- OEB appreciated by operators though often not a must-have
- EASA/FAA Compliance Package to support operators operational approval
- ED-273/ETSO 2C521 not known by operators and NAA

Current ways of working found satisfactory

- Paper work limited to the necessary minimum

Feedback on the current context (2/2)

Use of ED-273/ETSO 2521 by AvioBook-Thales so far

- ED-273 promoted and used as an EASA-recognised guidance material by ETSO 2C521 to prepare the future (anticipation of EASA questions), mainly:
 - §2.1.3 « EFB functions eligibility process »
 - §2.2 « Safety risk assessment »

Perspectives: key success factors for the ETSOA process

- The ETSOA effort/cost should be similar to the one for an OEB and it should be commensurate with the safety benefit
- The ETSOA effort/cost is to be assessed for the initial application as well as for the in-service phase
- The reactivity should be the same as the one without ETSO due to operational constraints and business market constraints
- The ETSOA has to consider the EFB specific IT context
- ETSOA could be a means to secure/streamline the operational approval of new EFB applications
- EASA/FAA shared strategy set-up for alignment and future mutual recognition of EFB (E)TSO
- Consensus to try the use of the EFB ETSOA by operators and by NAA

End of presentation