

AvioBook 18.3 – EASA Non-Technical Objection

Date: 22 January 2019

To whomever it may concern,

Thales Avionics SAS has applied to EASA for an operational evaluation of the AvioBook “Perfo” module, within the AvioBook software application version 18.3 developed by Aviovision for iOS (iPad). The AvioBook Perfo module is designed to calculate performance limitations based on a specific aircraft, runway and conditions.

EASA evaluation was based on compliance data provided by Thales 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 Perfo module against the applicable guidance, evaluate the associated compliance documents proposed by Thales and ensure that proper recommendations are provided to the operators in terms of EFB training, procedures, and administration.

Recommendations made by EASA on the Perfo module were taken into account by Thales and Aviovision in version 18.3.1 of the application as well as for future versions.

Thales has published the Operational Approval Guideline (rev. 05) document, which contains important instructions and recommendations for the use of the Perfo module in compliance with the EFB regulatory guidance. The guideline document covers considerations on the risk assessment, flight crew operating procedures, training, human factors and Human Machine Interface (HMI), testing activities, administration, and dispatch considerations.

EASA recommends operators to take into account the instructions and recommendations provided in the approval guideline document.

A generic risk assessment is provided in Chapter 3 of the approval guideline document and is intended to be used by the operator to support the development of their own assessment. In line with the assessment, EASA highlights the importance to assure fully independent calculations and availability of suitable pre-calculated tables to enable the necessary gross-error checks.

Further details on compliance with AMC 20-25, highlighting areas of operator responsibility, are contained in Annexes 1 and 2 of the approval guideline document. It is to be noted in particular that compliance demonstration aspects of the Performance and Airport databases remain under operator’s responsibility.

EASA recognizes that the AvioBook Perfo module within AvioBook version 18.3 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 and operator instructions proposed in the Operational Approval Guideline revision 05 from Thales 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,



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EASA - Certification Directorate

cc.: Aviovision: Jonas Lejeune
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