

Mission+ v1.0 for iPadOS – EASA EFB Evaluation Letter

Date: 23.07.2021

To whomever it may concern,

Airbus has applied to EASA for an operational evaluation of the Mission+ software application developed by Navblue for iPadOS. The application Mission+ provides the flight crew with the following functions: flight mission data (OFF, NOTAMs, NOTOC, Pre-flight calculations, etc), enroute moving map (with own-ship depiction), terminal charts, and airport moving map (with own-ship depiction).

EASA evaluation was based on data provided by Airbus as well as sample trials on an EFB. The requirements contained in Commission Regulation (EU) N° 965/2012 of 5 October 2012 (air operations rules), as amended to this date, have been considered.

The main objective of the evaluation was to assess compliance with the applicable guidance, guidelines and limitations, and evaluate the associated compliance data proposed by Airbus and agree on recommendations to the operators in terms of EFB training, procedures, and administration.

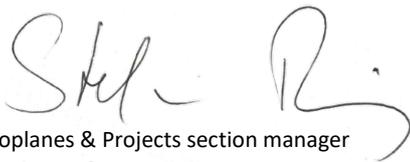
Airbus publishes the Mission+ User and Compliance Manual (Ref.NAVB.TEC.21.0053.01, issue 1.0 dated 9 July 2021), which contains important considerations and recommendations for the use of the Mission+ application in compliance with air operations rules and AMC. The manual covers in particular considerations on the EFB hardware, backup means, V&V process, administration, security, flight crew procedures and training, and risk assessment.

EASA recommends operators to take into account the considerations and recommendations provided in the user and compliance manual. In particular, EASA recommends paying attention to any customisation of the application by the operator and to ensure that the training highlights that performance data shown in the flight briefing module is for post-flight report use only.

Based on the verifications conducted, EASA has no technical objection to the grant by the national authorities of an operational approval for the use of the Mission+ application, for all functions mentioned above, or a subset thereof as selected by the operator, and provided that the recommendations mentioned in this letter are considered.

This letter does not constitute an operational approval and operators remain responsible for demonstrating compliance with the air operations rules and corresponding AMC to their competent authorities through the establishment of a detailed compliance checklist. EASA recommends for this purpose to consider chapter 11.4 of the user and compliance manual, which proposes means of compliance elements and highlights areas of operator responsibility.

Sincerely,



Special Aeroplanes & Projects section manager
Stefan Ronig

cc.: EASA: Dimitri Garbi