**ELECTRONIC FLIGHT BOOK (EFB) – COMPLIANCE CHECKLIST**

**FALSE REPRESENTATION STATEMENT**

It is an offence under the ACAA Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, license, approval, permission or other document. According to Albanian Penal Code, Albanian Air code this offence is punishable on summary conviction by a fine and on conviction on indictment with an unlimited fine or imprisonment or both.

This compliance checklist must be completed on initial application for use of an EFB and for subsequent  significant changes, e.g. introduction of a new Type B application, change of hardware, or hardware operating system.

Operators undertaking CAT operations should complete Section A; for use under purely NCC operations, Section B; for SPO operations, Section C.

**Operators Name: .........................................................................................................................................................................**

**Section A – Commercial Air Transport (CAT) Operators**

This section should be completed by all operators undertaking any form of CAT. The completed document should be submitted to the operator’s assigned FOI along with its risk assessment, EFB Policy and Procedures Manual, and any supporting documentation. Once reviewed, the FOI will then authorize commencement of the Operational Evaluation Test. During the Operational Evaluation Test the operator must achieve a statistically viable level of feedback reports (both negative and nil reports). On the successful completion of the test the operator must submit its Final Operational Report; once this is accepted by the FOI the approval to conduct EFB operations will be added to the operator’s Operations Specification document.

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| **Requirement** | **Regulatory Reference** | **Operator’s Reference in****Ops Manual or EFB Policy and Procedures Manual** |
| Has an EMI assessment of the EFB been undertaken, and usingwhich method? | AMC1 CAT.GEN.MPA.140 |  |
| Is the EFB hardware Installed or Portable? | AMC1CAT.GEN.MPA.141(a) |  |
| Is the EFB able to be easily removed from its mount or stowage? |  |
| Are any EFB ‘anti-theft’ devices removed before flight? |  |
| Does the EFB have a suitable Mount or Viewable Stowage? If nothave procedures been developed to ensure that it is stowed during critical phases of flight? |  |
| Does the placement of the EFB device impair the crew’s externalview or access to instruments? Would it impede emergency egress? |  |
| Is the display within 90 degrees of the crew member’s line ofsight, and would glare or reflection interfere with the pilot? |  |
| If aircraft power is used, are the characteristics compatible withthe EFB? |  |
| Does the EFB have data connectivity to the aircraft; if so, howis transfer of data controlled? |  |
| Are all connecting cables/power adaptors approved by theEFB manufacturer and placed so as not to cause obstruction? |  |
| Does the EFB battery, and any additional battery power sources,meet the requirements of AMC1 CAT.GEN.MPA.140 paragraph (f)? |  |
| If a viewable stowage is used has its location been documentedas part of the EFB policy? |  |
| Does the viewable stowage and associated mechanisms impedethe flight crew members in the performance of any task? |  |
| Is the viewable stowage easily locked in position? |  |
| Does the viewable stowage’s range of movement accommodatethe expected range of anthropometric constraints? |  |
| Will the viewable stowage be able to withstand allforeseeable conditions such as turbulence or hard landings? |  |
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| With the viewable stowage fitted is there any interference withaircraft controls or equipment? |  |
| Can the EFB device be switched off when held by theviewable stowage? |  |
| Can the viewable stowage be removed from the aircraft withoutthe use of tools? | AMC1CAT.GEN.MPA.141(a) |  |

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| **Requirement** | **Regulatory Reference** | **Operator’s Reference in****Ops Manual or EFB Policy and Procedures Manual** |
| Have procedures been put in place to ensure that the means of securing the viewable stowage remain within acceptable limits, and who will be responsible for conducting these serviceability checks? |  |  |
| If the viewable stowage uses a suction cup type attachment, how was it demonstrated that they will function following a rapid decompression? |  |
| How has it been demonstrated that following detachment of a viewable stowage it will not jam the flight controls, injure the crew or cause damage? (See GM1 CAT.GEN.MPA.141(a) ) |  |
| Have all applications to be used on the EFB been classified (Type A or Type B) and detailed in the Policy and Procedures Manual and listed in the OM Part A Section 8.9? | AMC1, AMC2, AMC3CAT.GEN.MPA.141(b) |  |
| Has a risk assessment been undertaken, and submitted, incorporating all the elements required by AMC1 SPA.EFB.100(b)(1)? | SPA.EFB.100 (b)(1) |  |
| Have the Human Machine Interfaces (HMI) of the EFB device and its applications been assessed against human factors principles as detailed in AMC1 SPA.EFB.100 (b)(2) | SPA.EFB.100 (b)(2) |  |
| Does the placement of the EFB create unacceptable workload for the pilot or require undue ‘head-down’ movements during critical stages of flight? | AMC1 SPA.EFB.100 (b) |  |
| Has the degradation of the display due to ageing/abrasion been considered? |  |
| Can the screen brightness be adjusted through a range to suit all ambient conditions |  |
| Are all required EFB buttons suitably back-lit? |  |
| Are all controls properly labelled? |  |
| Is there an independent power source for multiple EFBs? |  |
| Has the EFB undergone environmental testing, especially for rapid decompression in accordance with EUROCAE ED-14D/RTCA DO-160D guidelines? |  |
| Does the EFB Policy and Procedures Manual contain a process to determine which modifications to the EFB system require Authority approval? | AMC2 SPA.EFB.100 (b) |  |
| Have the details of the Operational Evaluation Test been confirmed and a plan submitted to the Authority? | AMC3 SPA.EFB.100 (b) |  |
| Will paper-backups be used during the Evaluation Test? If not have arrangements for a LOFT, and possible flight, observations been arranged? |  |
| When the Final Operational Report is issued, will it conform to the requirements of, and follow the format shown in GM1SPA.EFB.100(b)?  |  |
| Has an EFB Administrator been appointed, and where are his/her terms of reference defined? | AMC1 SPA.EFB.100 (b)(3) |  |
| Has an EFB Policy and Procedures Manual been produced? Is this a stand-alone document or incorporated into other sections of the Ops Manual? | AMC2 SPA.EFB.100(b)(3) |  |
| Does the EFB Policy and Procedures Manual follow the format shown in GM1 SPA.EFB.100(b)(3)? If not, how will the operator demonstrate that all required sections have been adequately addressed? |  |
| If the EFB duplicates information provided by aircraft avionics, is clear guidance as to which has primacy stated? | AMC3 SPA.EFB.100 (b)(3) |  |
| Has a procedure been developed to ensure that crew verify that the configuration of the EFB and its databases are up to date? | AMC3 SPA.EFB.100 (b)(3) |  |
| Have procedures been developed to ensure that crew workload is not adversely affected by use of the EFB, and list any times when the EFB should not be used? |  |
| Have procedures been included to ensure the serviceability of the EFBbefore flight? |  |
| Does the Operations Manual, or MEL, provide dispatch guidance for unserviceable elements of the EFB? |  |
| Have maintenance procedures for the EFB been developed? |  |
| Is there a programme to replace EFB batteries? |  |
| How are EFB failures reported and how are crew notified of any unserviceability? |  |
| How does the operator ensure the security of the EFB and its data? (Guidance given in GM3 SPA.EFB.100(b)(3) ) |  |

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| If electronic signatures are to be used, what procedures has the operator put in place? |  |  |
| Has initial training on the EFB and its applications been conducted in accordance with the AMC and GM2 SPA.EFB.100(b)(3)? | AMC4 SPA.EFB.100(b)(3) |  |
| Is EFB operation/training included in recurrent training packages? |  |
| If SOPs are dependent on the use of EFB, do all training devices used allow the use of the EFB? |  |
| If performance or mass and balance (M&B) applications are used, what is the source material for the information used by the software? | AMC5 SPA.EFB.100(b)(3) |  |
| How is the integrity of the database files protected from unintentional modifications? |  |
| Does each software version have a unique version number? |  |
| Does the EFB record each performance and M&B calculation for a minimum of 3 month? |  |
| Have performance and M&B data figures been compared to AFM data across a range of conditions? (See paragraph (b) for criteria) |  |
| Do procedures specify that calculations must be performed independently by both pilots with a formal cross check, including aircraft output if appropriate, and include a gross error check? |  |
| How does the performance application allow the display of both dispatch (regulatory, factored) and other results (e.g. in-flight or unfactored) for landing calculations? |  |
| Have specific procedures been developed in the event of a single EFBfailure? |  |
| How have the additional training requirements of paragraph (d) been addressed? |  |
| How does the M&B application meet the requirement to show a diagram displaying mass and c-of-g positions? |  |
| How have the Human-factors considerations of paragraph (f) been addressed? |  |
| How does the presentation of user entries differ from that of default values or entries from aircraft systems/other components of the EFB? |  |
| What indication is shown when an unachievable operation is calculated(e.g. insufficient runway length)? |  |
| Are all data input fields automatically cleared when the EFB shuts down or enters sleep mode, or when modifications are made? |  |
| If an Airport Moving Map Display (AMMD) is used, does the position source meet the requirements of ETSO-C165a? | AMC6 SPA.EFB.100(b)(3) |  |
| How has it been demonstrated that the EFB platform meets the software requirements of the AMMD? |  |
| Have specific AMMD crew procedures and training been developed highlighting that it is only an aid to positional awareness and not to be used as the basis for ground maneuvering? |  |
| If a commercial off-the-shelf (COTS) position source has been used, how have the requirements of AMC 7 been met?(Further guidance given in GM5 SPA.EFB.100(b)(3) ) | AMC7 SPA.EFB.100(b)(3) |  |
| Do navigational chart applications display all necessary information in an appropriate form? | AMC8 SPA.EFB.100(b)(3) |  |
| If In-Flight Weather (IFW) applications are used, do procedures dictate the primacy of documented weather data and that they are not to be used for tactical decisions or to replace certified weather radar? | AMC9 SPA.EFB.100(b)(3) |  |
| Does the IFW display distinguish between observed and forecast weather? |  |
| Is the validity time of the data displayed? |  |
| Does the IFW display have an appropriate legend? |  |
| Does the IFW display indicate partial or total loss of data? |  |
| What additional training and SOPs have been developed specific to the use of IFW? |  |
| If own-ship position is to be displayed, does the aircraft also have a certified navigational moving map display? (Mandatory except on VFR flights) | AMC10 SPA.EFB.100(b)(3) |  |
| Does the position source for own-ship display meet the requirements of AMC7 SPA.EFB.100(b)(3)? |  |
| Is the own-ship position removed when position data is lost? |  |

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| Are the flight crew able to unambiguously differentiate the EFB function from avionics functions available in the cockpit, and in particular with the navigation display. |  |  |
| If the own-ship position is displayed on terminal charts (SID, STAR or approach plates) is the label ‘AIRCRAFT POSITION NOT TO BE USED FOR NAVIGATION’ displayed? |  |
| Is the EFB own-ship symbol different from that used in the aircraft’s primary navigation display. |  |
| How is map orientation displayed (e.g. North-up or track-up), and how is this indicated? |  |
| Apart from day-VFR with visual references, is information on track/ETA/Altitude/coordinates/speed removed? |  |
| How do crew disable the own-ship position indication? |  |
| Does EFB training emphasize that EFB own-ship position should not be used as a primary source of navigation? |  |
| Do procedures specify the intended use of the own-ship position? |  |
| Do procedures include EFB into the regular scan of flight deck systems indications, in particular, systematic cross-check with avionics before being used, whatever the position source? |  |
| Have procedures been developed for the case of identification of a discrepancy between the EFB and Avionics? |  |  |
| Does the OM Part A Section 8.9 include the details of the EFBprocedures/hardware/software? | AMC3 ORO.MLR.100 |  |

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| **CAT Operator Declaration** |
| **Name** | ........................................................................................................................................................ |
| **Job Title** | .................................................................................................. | **Date:** ...................................... |