

EFB för SPO-operatör med other-than complex luftfartyg

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SPO.GEN.131 Use of electronic flight bags (EFBs)

- (a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.

SPO.GEN.131 Use of electronic flight bags (EFBs)

- (b) Prior to using a type B EFB application, the operator shall:
 - (1) conduct a **risk assessment** related to the use of the EFB **device** that hosts the application, to the EFB **application** concerned and its associated **function(s)**, identifying the associated risks and ensuring that they are appropriately mitigated; the risk assessment shall address the risks associated with the human–machine interface of the EFB device and the EFB application concerned

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- (b) Prior to using a type B EFB application, the operator shall:
- (2) establish an **EFB administration system**, including procedures and training requirements for the administration and use of the EFB device and the EFB application.

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- (a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.
- AMC2 SPO.GEN.131(a) — NON-COMPLEX AIRCRAFT
- The same considerations as those in AMC1 NCO.GEN.125 should apply in respect of EFB hardware.

AMC1 NCO.GEN.125 Portable electronic devices

- HARDWARE
- (a) **EFB viewable stowage**
- When a viewable stowage device is used, the pilot-in-command should ensure that, if the EFB moves or is separated from its stowage, or if the viewable stowage is unsecured from the aircraft (as a result of turbulence, manoeuvring, or other action), **it will not jam flight controls, damage flight deck equipment, or injure any person on board.**

AMC1 NCO.GEN.125 Portable electronic devices

- The **viewable stowage device** should not be positioned in such a way that it **obstructs** visual or physical access to aircraft controls and/or displays, flight crew ingress or egress, or external vision. The design of the viewable stowage device should allow the user easy access to any item of the EFB system, and notably to the EFB controls and a clear view of the EFB display while in use.

AMC1 NCO.GEN.125 Portable electronic devices

- (b) **Cables**
- If cables are used to connect an EFB to an aircraft system, power source, or any other equipment:
 - (1) the cables should not hang loosely in a way that compromises task performance and safety; flight crew should be able to easily secure the cables out of the way during operations (e.g. by using cable tether straps); and
 - (2) the cables should be of sufficient length so that they do not obstruct the use of any movable device on the flight deck.

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- AMC2 SPO.GEN.131(b) Use of electronic flight bags
SOFTWARE — NON-COMPLEX AIRCRAFT
- The same considerations as those in AMC2
NCO.GEN.125 should apply in respect of EFB software.

AMC2 NCO.GEN.125 Portable electronic devices

- ELECTRONIC FLIGHT BAGS (EFBs) — FUNCTIONS
 - (a) Familiarisation
- The pilot-in-command should familiarise himself or herself with the use of the EFB hardware and its applications on the ground before using them in flight for the first time. A user guide should be available for the pilot-in-command.

AMC2 NCO.GEN.125 Portable electronic devices

- **(b)** Check before flight Before each flight, the pilot-in-command should perform the following checks to ensure the continued safe operation of the EFB during the flight:
 - **(1)** general check of the EFB operation by switching it ON and checking that the applications they intend to use in flight are adequately operative;
 - **(2)** check of the remaining available battery power, if applicable, to ensure the availability of the EFB during the planned flight;
 - **(3)** check of the version effectivity of the EFB databases, if applicable (e.g. for charts, performance calculation and weight and balance applications)
 - **(4)** check that an appropriate backup is available when a chart application or an application displaying aircraft checklists is used..

AMC2 NCO.GEN.125 Portable electronic devices

- (c) Chart applications The navigation charts that are depicted should contain the necessary information in an appropriate format, to perform the operation safely. Consideration should be given to the size of the display to ensure legibility.

AMC2 NCO.GEN.125 Portable electronic devices

- (d) Performance calculation and weight and balance functions or applications
- Prior to the first use of a performance calculation or weight and balance function or application, and following any update of the database supporting the function or the application, a check should be performed on the ground to verify that the output of the application corresponds with the data derived from the AFM (or other appropriate sources);₅

AMC2 NCO.GEN.125 Portable electronic devices

- (e) Airport moving map display (AMMD) application An AMMD application should not be used as a primary means of navigation for taxiing, but as a confirmation of outside visual references.

AMC2 NCO.GEN.125 Portable electronic devices

- (f) Other functions If advanced functions on non-certified devices that display information related to the aircraft position in flight, navigation, surroundings in terms of e.g. terrain or traffic, or attitude are used, the pilot in command should be aware of the potential misleading or erroneous information displayed and should only use these functions as an advisory or supplementary means.

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- GM1 SPO.GEN.131(b)(1) Use of electronic flight bags
RISK ASSESSMENT— NON-COMPLEX AIRCRAFT
The operator of non-complex motor-powered aircraft should at least perform the check before the flight actions described in paragraph (b) of AMC2 NCO.GEN.125.

AMC2 NCO.GEN.125 Portable electronic devices

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 - **(1)** general check of the EFB operation by switching it ON and checking that the applications they intend to use in flight are adequately operative;
 - **(2)** check of the remaining available battery power, if applicable, to ensure the availability of the EFB during the planned flight;
 - **(3)** check of the version effectivity of the EFB databases, if applicable (e.g. for charts, performance calculation and weight and balance applications)
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- Två av de obligatoriska elementen TS vill finna vid tillsyn:
- Riskanalys
- Dokumenterad EFB-administration

ORO.GEN.200 Management system

- (a) The operator shall establish, implement and maintain a management system that includes:
- (3) the identification of aviation safety hazards entailed by the activities of the operator, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness;

Frågor?

SLUT