



Flight Operations Standards Directorate
Commercial Air Transport Section - Special Approvals - EFBs Approval
EFBs Operational Evaluation Test Application Attachments

• Operator Name			
• Airplane Type(s)			
• EFBs Requested Approval	<input type="checkbox"/> Class 1 EFB	<input type="checkbox"/> Class 2 EFB	
• AOC Applicant/Holder Focal Point	Name	Phone No.	E-mail

No	EFBs Operational Evaluation Test Application Attachments	JCAR OPS AMC 20-25	OD	YES	NO	NA	Remarks
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1	Operational Evaluation Test						
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a	General						
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(1)	The operator should conduct an operational evaluation test which should allow verifying that the above elements have been satisfied before final decision on the operational use of the EFB	7.14					
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(2)	The operator should notify its competent authority of its intention to conduct an operational evaluation test by sending a plan which should contain at least the following information:	7.14					
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(a)	Starting date of the operational evaluation test	7.14					
(b)	Duration	7.14					
(c)	Aircraft involved	7.14					
(d)	EFB hardware and type(s) of software(s); and	7.14					
(e)	When no paper backup is retained:	7.14					
	• EFB detailed risk assessment	7.14					
	• Simulator LOFT session program, and	7.14					
	• Proposed flights for the competent authority observation flights	7.14					

b	Applications replacing paper products with an initial retention of paper backup						
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(1)	Where paper is initially retained as backup, the operational evaluation test should consist of an in-service proving period no longer than six months. A reduction to no less than three months may be considered taking into account the following criteria:	7.14.1					
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(a)	The operator's previous experience with EFBs	7.14.1					
(b)	The intended use of the EFB system, and	7.14.1					
(c)	The mitigation means defined by the operator	7.14.1					



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(2)	An operator wishing to reduce the six months operational evaluation test should submit to its competent authority a request with justification in its operational evaluation plan	7.14.1					
(3)	The competent authority may ask for an operational evaluation test lasting more than six months if the number of flights operated in this period is not considered sufficient to evaluate the EFB system.	7.14.1					
(4)	The purpose of the in-service proving period is for the operator to demonstrate that the EFB system provides an acceptable level of accessibility; usability and reliability to those required by the applicable operational requirements. In particular that:	7.14.1					
(a)	The flight crews are able to operate the EFB applications without reference to paper	7.14.1					
(b)	The operator's administration procedures are in place and function correctly	7.14.1					
(c)	The operator is capable of providing timely updates to the applications on the EFB, where a database is involved	7.14.1					
(d)	The introduction of the EFB without paper backup does not adversely affect the operator's operating procedures and alternative procedures for use when the EFB system is not available provide an acceptable equivalent	7.14.1					
(e)	For a system including uncertified elements (hardware or software), that the system operates correctly and reliably; and	7.14.1					
(f)	The EFB risk assessment, as required under 7.2, is adequate to the type of operations intended after the operational evaluation test (with or without paper backup)	7.14.1					
(5)	The results of the demonstration may be documented in the form of a report from the in-service proving period on the performance of the EFB system. The operator may remove the paper backup once it has shown that the EFB system is sufficiently robust	7.14.1					



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b	Applications replacing paper products without paper backup at commencement of operations and other applications						
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(1)	Where an operator seeks to start operations without paper backup, the operational evaluation test should consist of the following elements:	7.14.2					
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(a)	A detailed review of the EFB risk assessment	7.14.2					
(b)	A simulator LOFT session to verify the use of the EFB under operational conditions including normal, abnormal, and emergency conditions; and	7.14.2					
(c)	Observation by the competent authority of the initial operator's line flights	7.14.2					

(2)	The operator should demonstrate that they will be able to continue to maintain the EFB to the required standard through the actions of the Administrator and Compliance Monitoring Program	7.14.2					
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2	Operational Approval Submission - Final operational report. The operator should produce and retain a final operational report, which summarizes all activities conducted and the means of compliance used, supporting the operational use of the EFB system. An example of typical items that the operator should include in this report is provided in Appendix I	7.15					
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• Assessment Result							
<input type="checkbox"/> Satisfactory				<input type="checkbox"/> Unsatisfactory			

• Remarks							

Flight Operations Inspector Name	Signature	Date