



PROCESS & APPLICATION
ELECTRONIC FLIGHT BAG (EFB) AUTHORIZATION

Purpose— The purpose of this advisory circular (AC) is to provide guidance to aircraft operators regarding the—

- 1) **International standards for Electronic Flight Bag (EFB); and**
- 2) **Requirements to have RCAA approval for operations involving the use of Electronic Flight Bags.**

Emphasis should be on maintaining and ensuring total system performance, accuracy, availability, reliability, and integrity for the intended operations.

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- Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.
- Where an AC is referred to in a 'Note' below the regulation, the AC remains as guidance material,
- ACs should always be read in conjunction with the referenced regulations.

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SECTION 1 POLICY & GENERAL INFORMATION

1.1 STATUS OF THIS AC

This is issuance [2]2019 of this AC.

1.2 BACKGROUND

- A. This AC contains guidance on the operational use of Electronic Flight Bags (EFB). It is intended for all operators conducting flight operations under RCAR Parts 10, 11, 12 and 19

who want to replace required paper information or utilize other select applications as part of EFB functionality.

- B. This AC will assist operators in starting and managing the required elements of an EFB program as a means to support their authorization for use. In this AC, “installed equipment” indicates equipment or EFB components, which are installation approved under aircraft type design. For guidance on the installation of EFB components, refer to AC 04-007, *Installation of Electronic Flight Bag Components*.

1.2.1 EFB PROGRAM

- A. Operators seeking authorization to use EFBs in-flight will utilize the language within this AC to develop an EFB program.
- B. The program specifics (e.g., operating procedures, pertinent training modules, checklists, operations manuals, training manuals, maintenance programs, minimum equipment lists (MEL), other pertinent documents, and reporting procedures) are developed and incorporated into operator policy before the RCAA grants authorization.

1.2.2 REQUIREMENTS

- A. This AC describes an acceptable means, but not the only means, for operators conducting flight operations seeking authorization for the operational use of EFB applications in-flight.
- B. This AC is not mandatory and does not constitute a regulation. However, if you use the means described in this AC, you must follow it in all important respects.
- The term “must” is used to indicate mandatory requirements when following the guidance in this AC.
 - The terms “should” and “recommend” are used when guidance is recommended, but not required to comply with this AC.

1.3 APPLICABILITY

The requirement for RCAA approval before operations using Electronic Flight Bags (EFB) applies to operators of Rwanda-registered aircraft involved in general aviation, aerial work and commercial air transport.

1.4 RELATED REGULATIONS

- RCAR Part 6 includes requirements for instruments and equipment for Electronic Flight Bags
- RCAR Part 10 includes the operational requirements for Electronic Flight Bags.
- RCAR Part 10 includes the requirements for RCAA approval of Electronic Flight Bags.

1.5 RELATED PUBLICATIONS

- 1) Rwanda Civil Aviation Authority (RCAA)

- ◆ AC 04-007, Electronic Flight Bag Installation

Copies may be obtained from the RCAA Flight Safety Services.

- 2) International Civil Aviation Organization (ICAO)

- ◆ Doc 10020 – Manual of Electronic Flight Bags (EFB)
- ◆ Annex 6, Part 1, International Commercial Air Transport – Aeroplanes
- ◆ Annex 6, Part 3, International Operations – Helicopters

Copies may be obtained from Document Sales Unit, ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7.

- 3) See Appendix C for an extensive list of related industry reference documents.

1.6 DEFINITIONS & ACRONYMS

1.6.1 DEFINITIONS

The following definitions apply to this advisory circular—

- 1) **Aircraft interface device (AID)**. A device or function that provides an interface between the EFBs and other aircraft systems which protects the aircraft systems and related functions from the undesired effects from non-certified equipment and related functions.
- 2) **Critical phases of flight**. As defined by the State of the Operator, e.g. take-off, approach and landing.
- 3) **Operator**. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.
- 4) **Electronic flight bag (EFB)**. An electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.
- 5) **EFB software application**. Software function hosted on an EFB platform.
- 6) **EFB management**. Contains all procedures related to the operator's EFB management system.
- 7) **Installed resources**. Hardware/software installed in accordance with airworthiness requirements.
- 8) **Independent EFB platforms**. Multiple EFB platforms that are designed in such a way that no single failure makes all of them unavailable.
- 9) **Portable electronic device (PED)**. Typically lightweight consumer electronic device which is functionally capable for communications, data processing and/or utility.
- 10) **Standard operating procedure (SOP)**. Flight crew operating procedures as described in the flight operations manuals.
- 11) **Transmitting PED**. A PED containing one or more devices intentionally emitting radio frequencies (WIFI, GSM, Bluetooth, etc.).

1.6.2 ACRONYMS & ABBREVIATIONS

The following acronyms apply to this advisory circular—

- 1) **AC** – Advisory Circular
 - 2) **AOC** – Air Operator Certificate
 - 3) **GBAS** – Ground-based Augmentation System
 - 4) **GNSS** – Global Navigation Satellite System
 - 5) **GPS** – Global Positioning System
 - 6) **MEL** – Minimum Equipment List
 - 7) **OEM** – Original Equipment Manufacturer
 - 8) **RCAA** – Rwanda Civil Aviation Authority
 - 9) **RCAR** – Rwanda Civil Aviation Regulations
 - 10) **RTCA** – Radio Technical Commission on Aeronautics
 - 11) **SBAS** – Satellite-based Augmentation System
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SECTION 2 EFB APPLICATIONS

2.1 WHAT IS AN EFB?

An EFB is any device, or combination of devices, actively displaying EFB applications. EFBs are characterized by the following—

- An EFB hosts applications, which are generally replacing conventional paper products and tools, traditionally carried in the pilot's flight bag. EFB applications include natural extensions of traditional flight bag contents, such as replacing paper copies of weather with access to near-real-time weather information.
- In order to qualify as an EFB application, the failure effect must be considered a minor hazard or have no safety effect.
- Acceptable EFB applications are listed in Appendices A and B. These EFB applications may be overlaid or integrated.
- EFBs cannot replace any installed equipment required by operational or airworthiness regulations.
- EFB applications have no certification requirements for installation under aircraft type design (refer to AC 04-007).

2.2 EFB APPLICATION TYPES

EFB applications are categorized as Type A or B, and can be hosted on either portable or installed components.

2.2.1 TYPE A APPLICATIONS

- Are listed in Appendix A;
- Have a failure condition classification considered to be no safety effect;
- Do not substitute for or replace any paper, system, or equipment required by airworthiness or operational regulations; and
- Do not require specific authorization for use (i.e., although the Type A EFB application is part of the operator's EFB program, Type A EFB applications are not identified or controlled in the Operations Specifications).

2.2.2 TYPE B APPLICATIONS:

- Are listed in Appendix B;
- Have a failure condition classification considered minor;
- May substitute or replace paper products of information required for dispatch or to be carried in the aircraft;
- May not substitute for or replace any installed equipment required by airworthiness or operating regulations; and
- Require specific authorization for operational authorization for use (i.e., each Type B EFB application must be authorized by the RCAA in the OpSpecs).

2.3 ADDING APPLICATIONS TO THE RCAA EFB APPLICATION LISTING

- A. Appendices A and B identify accepted Types A and B applications.
- B. As new applications are developed, they may be qualified as an EFB application as long as their failure condition classification is agreed to by the RCAA to be minor, or no safety effect.

The RCAA will consider approvals for new applications that have been accepted by FAA and EASA.

2.4 HARDWARE SUPPORTING EFB APPLICATIONS

- A. In the context of this AC, EFB equipment components supporting EFB applications are “installed” when they are incorporated into aircraft type design.
- B. All other components supporting EFB functionality are considered “portable,” regardless of how often they are removed from the aircraft.
- In order for portable EFB hardware to support EFB applications, installation of at least some EFB components may be required, depending on requirements for positional integrity (e.g., installed mounts), continuity of power (e.g., dedicated primary power port), and data connectivity (e.g., Wireless Fidelity (Wi-Fi®), and Ethernet).
- C. Regardless, this AC is applicable to any portable EFB components (e.g., mount, display, external Global Positioning System (GPS), cables/cords/adapters, and portable wireless transmitters) supporting an applicant’s authorization for use.
- D. Display of EFB applications on installed displays may require differentiation to enable the flight crew member to distinguish between the installed avionics display and the supplemental or “secondary” EFB display. For guidance on the design of installed components supporting EFB functionality, refer to AC 04-007.

Airworthiness regulations do not apply to portable EFB components other than for specifications associated with the installed components (i.e., mounting (size and weight), power (maximum electrical load, voltage, and current frequency), and data connectivity (input/output (I/O) data specifications and security)).

2.5 PORTABLE ELECTRONIC DEVICE (PED)

- A. These devices are typically consumer commercial off-the-shelf (COTS) electronic devices functionally capable of communications, data processing, and/or utility.
- B. The use of any PED in an aircraft is subject to compliance with RCARs related to PED and must be evaluated by the user/operator prior to use to ensure the PED will not interfere in any way with the operation of aircraft.

The definition of a PED is intended to encompass Transmitting Portable Electronic Devices (T-PED).

Good source information related to PED compliance is outlined in FAA AC 91.21-1, *Use of Portable Electronic Devices Aboard Aircraft* (faa.gov/advisory_circulars).

2.5.1 PORTABLE EFB

- A. Portable components supporting EFB applications are considered PEDs.
- B. For a PED to be considered an EFB, the PED must actively display Types A and/or B software application(s). For example—
- when a PED is displaying personal email, the PED is not considered an EFB;
 - when the same PED is authorized and actively displaying a Type B aeronautical chart application, it is then considered an EFB).

2.5.2 PORTABLE EFB HARDWARE COMPONENTS

- Must be capable of being easily removed from or attached to their mounts by flight crew member personnel without tools or maintenance action.
- Can be temporarily connected to an existing aircraft power port for battery recharging.
- May connect to aircraft power, data ports (wired or wireless), or installed antennas, provided those connections are installed in accordance with AC 04-007.

2.5.3 PROHIBITIONS: USE OF PERSONAL COMPUTERS & WIRELESS COMMUNICATIONS

- A. Flight crew members from using a personal wireless communications device or laptop computer for personal use while at their duty station on the flight deck while the aircraft is being operated, unless it is in accordance with RCAA-approved operational procedures.

Training of flight crew members on the use of portable EFBs should reinforce when an authorized portable EFB actively displays a software application not covered in Appendices A and/or B, it is no longer functioning as a portable EFB and is considered a personal PED.

- B. This prohibition is intended to ensure nonessential activities do not affect flight deck task management or cause a loss of situational awareness during aircraft operation.

SECTION 3 EVALUATION OF PORTABLE HARDWARE COMPONENTS

3.1 PORTABLE EFB ELECTROMAGNETIC COMPATIBILITY (EMC) DEMONSTRATION

- A. The certificate holder/operator must demonstrate all portable EFB components, including cords/cables for data or power, are electromagnetically compatible with aircraft navigation and communication systems.
- B. One of the following three methods in paragraphs 3.1.1, 3.1.2, or 3.1.3 must be accomplished to demonstrate portable EFB EMC with aircraft for all phases of flight.

3.1.1 PED-TOLERANT AIRCRAFT (METHOD 1)

- A. Aircraft demonstrated as PED-tolerant for both transmitting and non-transmitting PEDs do not require specific aircraft EMC ground or flight tests. .

Good source guidance for determining aircraft PED tolerance is found in FAA AC 20-164 (faa.gov/advisory_circulars).

- B. Aircraft operators who have performed a PED safety risk assessment in accordance with RTCA DO-363, *Guidance for the Development of Portable Electronic Devices (PED) Tolerance for Civil Aircraft*, and determined specific aircraft models were certified as PED-tolerant in accordance with RTCA DO-307, *Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance*, require no further portable EFB EMC ground or flight tests for those aircraft.

3.1.2 AIRCRAFT OPERATOR PED SAFETY RISK ASSESSMENT (METHOD 2)

- A. Aircraft operators may choose to expand their policies covering the use of PEDs for all phases of flight in accordance with RTCA DO-363.
- B. Aircraft operators who have successfully completed the PED safety risk assessment in RTCA DO-363 and allow unrestricted PED use throughout all phases of flight do not have to complete portable EFB EMC-specific ground or flight tests.

3.1.3 AIRCRAFT EMC TESTS (METHOD 3)

- A. The certificate holder/operator must use this method if the operator's aircraft are not determined to be PED-tolerant in paragraph 3.1.1 or the aircraft operator's PED safety risk assessment in paragraph 3.1.2 requires limitations on PED use.

3.1.3.1 Radio Frequency (RF) Emissions

- A. The certificate holder/operator must obtain the RF emissions characteristics of the PED through RTCA DO-160, *Environmental Conditions and Test Procedures for Airborne Electronic/Electrical Equipment and Instruments*, Section 21, Emission of Radio Frequency Energy; RF emissions tests; or an equivalent RF emissions test standard.

- B. The certificate holder/operator must use the emission limits in Categories L, M, or H from RTCA DO-160, Section 21. Tests using the limits in Category B from RTCA DO-160, Section 21 are not sufficient because they provide very little assurance the EFB PED will not interfere with aircraft radios, electrical systems, or electronic systems.
- Experience has shown successful qualification using these categories provides high assurance the equipment will not interfere with aircraft radios or other aircraft electrical or electronic equipment or systems.

3.1.3.2 Charging Tests

- A. If the aircraft operator intends to allow charging of its portable EFB during flight, then the test setup must include testing under charging conditions.
- B. If the aircraft operator intends to allow its portable EFB to charge in flight and does not have RF emissions test data, then the operator will need either to retest the PED under the charging conditions or perform EMC ground tests according to paragraph 3.1.3.3.

3.1.3.3 EMC Ground Tests

- A. Perform aircraft EMC ground tests if the PEDs RF emissions test data reveals potential for interference or if the operator lacks complete RF emissions data during all intended operating conditions.
- B. Configure the aircraft as prepared for taxi with doors and access panels closed, and ground-based electrical power disconnected.
- C. Power for the aircraft electrical and electronic systems must be from the aircraft generator(s) during testing.
- D. Operate the specific portable EFB equipment on the aircraft to show no interference occurs with aircraft equipment.
- E. The aircraft EMC tests should demonstrate RF emissions from the equipment do not interfere with safety-related aircraft systems, particularly aircraft radio receivers, and aircraft systems required by regulations, such as flight data recorders (FDR).
- F. These EMC tests are based on a source-victim matrix, where the portable EFB is the potential source of interference and the safety-related aircraft systems and aircraft systems required by regulations are the potential victim systems.
- G. The operating modes for the portable EFB and the potential interference victim systems are defined in the source-victim matrix.
- H. Special test equipment might be required to simulate in-flight operating conditions.
- 1) If RF emissions tests have been performed using RTCA DO-160, Section 21, the aircraft radio receiver channels must be selected based on inspection of the emissions test results in the aircraft radio receiver frequency bands.
 - 2) Certain radio receivers with no direct indication of receiver performance, such as transponders and Global Navigation Satellite Systems (GNSS), might require specific procedures or instrumentation to determine acceptable performance.
 - 3) If the portable EFB includes a transmitter, such as a Wi-Fi®, cellular, or Bluetooth transmitter, the user/operator must demonstrate the portable EFB transmitter will not adversely affect other aircraft systems during the aircraft EMC ground tests.

The aircraft EMC ground tests demonstrate portable EFB EMC with aircraft navigation and communication systems for each aircraft make, model, and series (M/M/S) in which the portable EFB will operate.

A PED as EFB - Electromagnetic Compatibility Assessment Checklist has been developed and is located in the faa.gov/fsims Publications, Other Documents, Electronic Flight Bag Checklists, Job Aids, and Research Reports section.

- ◆ The portable EFB transmitters must be configured to operate at their maximum RF output power during the aircraft EMC ground tests.

- 4) If the portable EFB will connect to the aircraft for power or battery charging, then perform the EMC ground tests with the portable EFB connected to the aircraft power source.

3.1.3.4 Aircraft EMC Flight Tests

If EMC ground tests conducted under paragraph 3.1.3.3 cannot adequately simulate the in-flight environment or when the systems being evaluated for susceptibility cannot be operated on the ground, then the certificate holder/operator must conduct additional EMC flight-testing.

EMC flight-testing, if necessary, must be conducted during visual meteorological conditions (VMC).

3.2 RAPID DECOMPRESSION TESTING

3.2.1 REPRESENTATIVE SAMPLE

- A. To provide some level of assurance of functional capability during a decompression event, decompression testing must be accomplished on representative samples of powered EFB component make and model configurations.
- B. It is the responsibility of the operator to provide documentation showing these tests were accomplished on at least one representative sample of each make and model of powered EFB component.
 - Representative testing is an appropriate level of testing for modern solid-state devices.

The testing of operational EFBs should be avoided when possible to preclude the infliction of unknown damage to the unit during testing.

3.2.2 RAPID DECOMPRESSION TESTING

- A. Rapid decompression testing must be accomplished for authorization of EFBs in pressurized aircraft in order to confirm the representative sample is safe during a rapid decompression event in close proximity to the flight crew member and remains available for operational use.
 - The information from the rapid decompression test is used to establish the procedural requirements for the use of the EFB in a pressurized aircraft.
- B. Rapid decompression testing must comply with RTCA DO-160, Section 4, Temperature and Altitude, guidelines for rapid decompression testing up to the maximum operating altitude of the aircraft in which the EFB is to be used.
- C. Similarity of a particular EFB make and model to a unit already tested may be used to comply with this requirement.
 - It is the responsibility of the operator to provide the rationale for the similarity.

3.3 ELECTRICAL POWER SOURCE

- A. EFB design must consider the source of electrical power, the independence of the power sources for multiple EFBs, and the potential need for an independent battery source.
- B. Battery-powered EFBs having aircraft power available for recharging the EFB battery are considered to have a suitable backup power source.
 - For recharging, the operator must establish a procedure to ensure safe recharge of the battery.

- C. EFBs not having a battery power source are required to have the EFB connected to an aircraft power source. For guidance on the design and installation of aircraft electrical power sources, refer to AC 04-007.

3.3.1 BATTERY-POWERED EFBs

- A. Useful battery life must be established and documented for battery-powered EFBs.
- B. Each battery-powered EFB providing Type B EFB applications must have at least one of the following before departing—
- An established procedure to recharge the battery from aircraft power during flight operations;
 - A battery or batteries with a combined useful battery life to ensure operational availability during taxi and flight operations to include diversions and reasonable delays considering duration of flight; or
 - An acceptable mitigation strategy providing availability of aeronautical information for the entire duration of flight authorized by the principal inspector (PI) with certificate oversight responsibility.

3.3.2 BATTERY REPLACEMENT

- A. Battery replacement intervals must meet or exceed the Original Equipment Manufacturer (OEM) recommendations.
- B. If the EFB manufacturer has not specified a battery replacement interval, then the original battery (or cell) manufacturer's specified replacement interval must be followed.

3.3.3 LITHIUM BATTERIES

- A. Rechargeable lithium-type batteries are becoming more common as a source of principal power or standby/backup power in EFBs.
- B. Lithium-ion or lithium-polymer (lithium-ion polymer) batteries are two types of rechargeable lithium batteries commonly used to power EFBs.

The word "battery" used in this AC refers to the battery pack, its cells, and its circuitry.

3.3.3.1 Safety Concerns

- A. These types of batteries are vulnerable to overcharging and over-discharging, which can (through internal failure) result in overheating.
- B. Overheating may result in thermal runaway, which can cause the release of either molten lithium or a flammable electrolyte.
- Once one cell in a battery pack goes into thermal runaway, it produces enough heat to cause adjacent cells to go into thermal runaway.
 - The resulting fire can flare repeatedly as each cell ruptures and releases its contents.

There is good source guidance on fighting fires caused by lithium-type batteries in PEDs, refer to FAA AC 120-80, *In-Flight Fires*, and Safety Alerts for Operators (SAFO) 09013, *Fighting Fires Caused by Lithium Type Batteries in Portable Electronic Devices*.

3.3.3.2 Design Recommendation

- A. We recommend the rechargeable lithium-type battery design be compliant with the provisions of Institute of Electrical and Electronic Engineers (IEEE) 1625-2008, IEEE Standard for Rechargeable Batteries for Multi-Cell Mobile Computing Devices.
- B. This standard drives design considerations for system integration, cell, pack, host device, and total system reliability. It also covers how to maintain critical operational parameters with respect to time, environment, extremes in temperature, and the management of component failure.

3.3.3.3 Related Regulations

- A. There are other regulations applicable to the use of lithium batteries onboard aircraft, including RCAR Part 18.
- B. For air travel, do not exceed 25 grams of equivalent lithium content (ELC) or 300 watt-hours per battery pack in air travel.

Dangerous goods regulations apply to the shipment of lithium-ion batteries, not to batteries installed in PEDs.

3.3.3.4 Lithium Battery Safety and Testing Standards

- A. Due to their proximity to the flight crew and potential hazard to the safe operation of the aircraft, the use of rechargeable lithium-type batteries in portable EFBs located in the aircraft flight deck call for the following standards.
- B. Operators must provide evidence of the following testing standards to determine whether rechargeable lithium-type batteries used to power EFBs are acceptable for use and for recharging.
- C. Operators must provide evidence of the standards in paragraphs 3.3.3.4(1) and either 10.3.3.4(2), 10.3.3.4(3), or 10.3.3.4(4).
- D. Refer to the following: (extracted from Appendix C)
 - 1) United Nations (UN) Transportation Regulations. UN ST/SG/AC.10/11/Rev.5, Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria.
 - 2) Underwriters Laboratory (UL). UL 1642, Standard for Lithium Batteries; UL 2054, Standard for Household and Commercial Batteries; and UL 60950-1, Information Technology Equipment - Safety.
 - 3) International Electrotechnical Commission (IEC). International Standard IEC 62133, Secondary cells and batteries containing alkaline or other non-acid electrolytes – Safety requirements for portable sealed secondary cells, and for batteries made from them, for use in portable applications.
 - 4) RTCA DO-311, Minimum Operational Performance Standards for Rechargeable Lithium Battery Systems.
 - ◆ An appropriate airworthiness testing standard, such as the RTCA DO-311, can be used to address concerns regarding overcharging, over-discharging, and the flammability of cell components.
 - ◆ RTCA DO-311 is intended to test permanently-installed equipment; however, these tests are applicable and sufficient to test EFB rechargeable lithium-type batteries.

Additional source guidance on RTCA DO-311 testing can be found in FAA AC 20-184, *Guidance on Testing and Installation of Rechargeable Lithium Battery and Battery Systems on Aircraft* (faa.gov/advisory circulars).

3.3.3.5 Showing Compliance

- A. The operator must possess records showing compliance to these battery standards during the authorization to use the EFB.
- B. These records may be available from the EFB manufacturer or the battery's OEM.

3.3.3.6 Rechargeable Lithium-Type Battery Maintenance, Storage & Functional Check

- A. Operators must have documented maintenance procedures for their rechargeable lithium-type batteries.
 - These procedures must meet or exceed the OEM's recommendations.

All replacements for rechargeable lithium batteries must be sourced from the OEM and repairs must not be made.

- B. These procedures should address battery life, proper storage and handling, and safety.
- C. There should be methods to ensure the rechargeable lithium-type batteries are sufficiently charged at proper intervals and have periodic functional checks to ensure they do not experience degraded charge retention capability or other damage due to prolonged storage.
- D. These procedures should include precautions to prevent mishandling of the battery, which could cause a short circuit, damage, or other unintentional exposure, or possibly resulting in personal injury or property damage.

3.4 USE OF AIRCRAFT ELECTRICAL POWER SOURCES

- A. Appropriate labels should identify the electrical characteristics (e.g., 28 volts direct current (VDC), 1,500 milliamps (mA), 60 or 400 hertz (Hz)) of electrical outlets for portable EFB electrical connections.
- B. Conduct an electrical load analysis (ELA) to replicate a representative EFB device to ensure powering or charging the EFB will not adversely affect other aircraft systems and power requirements remain within power load budgets.

For guidance on the use of aircraft electrical power sources, refer to AC 04-007.
- C. Additional actions and application of airworthiness regulations are not applicable to the internal elements of portable EFBs unless specified in this AC.

3.5 EFB STOWAGE

- A. Stowage requires an inherent means to prevent unwanted EFB movement.

An acceptable stowage location for a portable EFB with no mount includes the inside compartments of the pilot's stowed flight bag.
- B. EFB stowage is required for all portable EFBs not secured in or on a mounting device.
- C. If an EFB mounting device is not provided (via viewable stowage or installed mounts), then designate an area to securely stow the EFB.
- D. Do this in a manner to prevent the device from jamming flight controls, damaging flight deck equipment, or injuring flight crew members should the device move about because of turbulence, maneuvering, or other action.
- E. The stowage area must not obstruct visual or physical access to controls and/or displays, flight crew member ingress or egress, or external vision.

3.5.1 VIEWABLE STOWAGE DEVICES & COMPONENTS

- A. A portable device or component used to secure portable EFB hardware, which is viewable to the pilot (e.g., knee boards, suction cups, and removable trays).
 - B. Viewable stowage solutions must not interfere with flight control movement, obstruct visual or physical access to controls and/or displays, or obstruct flight crew member ingress or egress.

Training and procedures must address specific and acceptable placement of viewable stowage devices.
 - C. Viewable stowage should minimize blockage of the windshields to allow the pilots to maintain a clear view of critical outside references (e.g., during ground operations, taxiing, takeoff, approach, and landing).
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SECTION 4 EFB DESIGN CONSIDERATIONS

4.1 INTEGRITY CONSIDERATIONS

- A. Information contained in the data files should be of sufficient integrity to perform the intended use without producing false or hazardously misleading information.
- B. It is subsequently maintained through data updates, software revision procedures, flight crew member feedback, and operational oversight.
- C. A process for continuous fault or anomaly reporting by the users is essential to an effective EFB program.
 - This is initially accomplished through the evaluation process and the demonstration period.

4.2 USABILITY

- A. It is necessary to evaluate the human factors (HF)/pilot interface characteristics of the EFB.
 - Special attention should be paid to new or unique features affecting pilot performance.
- B. The EFB user interface should be consistent and intuitive within and across various EFB applications.
- C. The information displayed on the EFB must be provided in a clear and unambiguous manner.
- D. EFB applications must not cause a distraction (through visual or audible notifications) to the flight crew member. EFB applications should be evaluated on the specific EFB platform intended for use by an operator to verify the presentation of the information is consistent.

The interface design (including, but not limited to, data entry methods, color-coding philosophies, terminology, and symbology) should be consistent across the EFB applications.

4.3 LEGIBILITY

- A. Information displayed on the EFB must be legible to the typical user at the intended viewing distance(s) and under the full range of lighting conditions expected on a flight deck, to include daytime use in direct sunlight and night operations.
 - This is especially important when night operations require night vision goggle (NVG)-compatible light sources.
 - B. Users should be able to adjust the screen brightness of an EFB independently of the brightness of other displays on the flight deck. Brightness should be adjustable in fine increments.
 - In addition, when incorporating an automatic brightness adjustment, it should operate independently for each EFB on the flight deck.
 - Consideration should be given to long-term display degradation because of abrasion and aging.
 - C. The EFB should not produce objectionable glare or reflections that adversely affect the pilot's visual environment.
 - When using an EFB in NVG operations, use of filters (temporary or permanent) for night vision compatibility is acceptable, as long as they do not degrade the EFB functionality in other lighting conditions.
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4.4 RESPONSIVENESS OF APPLICATION

- A. The EFB should provide clear, unambiguous, and positive feedback to the user to indicate when user input is accepted.
- B. If the EFB is busy for an atypical time with internal tasks precluding immediate processing of user input (e.g., calculations, self-test, or data refresh), the EFB should display a “system busy” indicator (e.g., clock icon) to inform the user the system is occupied and cannot process inputs immediately.
- C. The timeliness of system response to user input should be consistent with an application’s requirements for operational use and the associated crew task.

The feedback and system response times should be predictable to avoid flight crew member distractions and/or uncertainty.

4.5 OFF-SCREEN TEXT & CONTENT FOR CURSOR CONTROL DEVICES

- A. If the document segment is not visible in its entirety in the available display area, such as during “zooming” or “panning” operations, the existence of off-screen content should be clearly indicated in a consistent way.
- B. The basis of this evaluation should be on the application and intended operational use.
- If there is a cursor, it should be visible on the screen at all times while in use.
 - The default position should be easily accessible after any active manipulation (e.g., zooming, panning, or de-cluttering).

For some applications, it may be unacceptable if certain portions of documents are not visible.

4.6 ACTIVE REGIONS

- A. Active regions are regions to which special user commands apply.
- B. The active region can be text, a graphic image, a window, a frame, or another document object.
- If the display uses active regions, these regions should be clearly indicated.

4.7 MANAGING MULTIPLE OPEN APPLICATIONS & DOCUMENTS

- A. The EFB application should provide continuous indication of which application and/or document is active if the system supports multiple open documents, or if the system allows multiple open applications.
- B. Under nonemergency, normal operations, the user should be able to select which of the open applications or documents is currently active.
- In addition, the user should be able to find which open flight deck applications are running and switch to any one of these open applications easily.
 - The user should also be able to open a new application quickly and easily.
 - When the user returns to an application running in the background, it should appear in the same state as when the user left the application, other than differences associated with the progress or completion of processing performed in the background.

The active application/document is the one currently displayed and responding to user actions.

4.8 CONTROLS

- A. All controls must be within reach and view of the appropriate flight crew member from their normally seated position on the flight deck.
- B. In choosing and designing input devices, such as keyboards, touch screens, or cursor-control devices, operators should consider the type of entry to be made and flight deck environmental factors, such as turbulence and other normal vibrations affecting the usability of the input device.
- C. For touch screens, pilots may need physical locations or structures (i.e., armrests) to stabilize their arm, hand, and fingers in order to make accurate inputs.
- Ensure touch screens do not result in unacceptable levels of pilot workload and error rates.
- D. The performance parameters of cursor-control devices are typically tailored for the application requirements as well as for the flight deck environment.
- E. Since touch screens provide little or no tactile feedback or control motion, visual and/or aural or other touch activation feedback is especially important.
- F. Other touch screen considerations include selecting the touch technology (e.g., resistive or capacitive), controlling screen contaminants which may reduce readability (e.g., skin oils or perspiration), and mitigating inadvertent operation.

The EFB must not visually obstruct other controls and instruments.

Input devices should provide feedback to indicate when they are operational.

4.9 SYSTEM ERROR MESSAGES

- A. If an application is fully or partially disabled, or is not visible or accessible to the user, it may be desirable to have a positive indication of its status to the user upon request.
- Messages should be operationally relevant and limited to minimize the adverse effects on flight crew member workload.
 - EFB status and fault messages should be prioritized, and the message prioritization scheme evaluated and documented.
- B. When displaying messages, and there are additional messages in the queue not currently displayed, there should be an indication of additional messages.

4.10 DATA ENTRY SCREENING & ERROR MESSAGES

- A. If user-entered data is not of the correct format or type needed by the application, the EFB should not accept the data.
- The EFB should provide an error message clearly communicating to the flight crew member which entry is suspect and specifies what type of data it expects.
- B. The EFB and application software should incorporate input error checking to detect input errors at the earliest possible point during entry, rather than on completion of a possibly lengthy invalid entry.

4.11 ERROR & FAILURE MODES.

4.11.1 FLIGHT CREW MEMBER ERROR

- A. Design the system to minimize the occurrence and effects of flight crew member error and enable the flight crew member to detect and manage errors when they occur.

- For example, terms for specific types of data or the format for entry of latitude/longitude should be the same across systems.
- B. Data entry methods, color-coding philosophies, and symbology should be as consistent as possible across the various hosted EFB applications.
- C. The possible effects of undetected errors in each EFB application should be evaluated.
- The evaluation should address the adequacy of the user interface, accessibility of controls, ability to view controls, annunciations, displays and printers, and the effect on flight deck crew member workload and head-down time.
 - The evaluation should also consider the effects of flight crew member (procedural) errors determined by feedback from flight crew members.

4.11.2 IDENTIFYING FAILURE MODES

The EFB should be capable of alerting the flight crew member of probable EFB application/system failures.

4.12 FLIGHT CREW MEMBER WORKLOAD

- A. The EFB software design should minimize flight crew member workload and head-down time.
- The positioning (e.g., location and viewing angle), use, and stowage of the EFB should not result in unacceptable flight crew member workload.
 - Avoid complex, multi-step data entry tasks during taxi, takeoff, descent, approach, landing, and non-cruise phases of flight.
- B. An evaluation of EFB applications should include a qualitative assessment of incremental pilot workload, related to the use of the EFB applications in isolation, as well as the use of those applications concurrent with other aircraft system interfaces and their safety implications.
- C. If EFB functionality includes use during taxi, takeoff, descent, approach, landing, non-cruise phases of flight, or abnormal and emergency operations, its use should be evaluated during simulated or actual aircraft operations under those conditions.

4.13 ELECTRONIC DISPLAY OF AERONAUTICAL CHARTS.

4.13.1 SIMILARITY TO PAPER

Electronic aeronautical charts should provide a level of information comparable to paper charts.

4.13.2 LEGIBILITY

- A. Visual, instrument, and aerodrome charts (refer to ICAO Annex 4, Aeronautical Charts) should contain the information necessary, in appropriate form, to conduct the operation at a level of safety at least equivalent to the reliability provided by paper charts.
- B. The screen size and resolution must be demonstrated to display information in a comparable manner to paper aeronautical charts and the data it is intended to replace.
- C. The information should be equally readable to the paper chart it is replacing, in both light and dark conditions.

4.13.3 SCREEN SIZE CONSIDERATIONS

- A. The screen must be capable of displaying an instrument approach procedure (IAP) chart in an acceptable aeronautical chart format similar to a published paper chart.
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- The screen must be large enough to show the entire standard format, one-page IAP chart all at once, with a degree of legibility and clarity equivalent to the paper chart being replaced.
 - This requirement is not meant to preclude panning and zooming features, but is intended to prevent a workload increase during the approach phase of flight.
- B. Alternate representations of IAP charts will need to be evaluated for operational suitability for functionality and HFs.

4.13.4 AERONAUTICAL CHARTS

- A. Aeronautical navigation charts (i.e., visual flight rules (VFR) navigation charts, low- and high-altitude en route charts, and terminal procedure publications) require evaluation for operational suitability.
- B. An EFB display might not be capable of presenting an entire aerodrome chart (airport diagram) if the chart is the expanded detail (fold over) type.
- In this case, a moving map-centering feature may be desirable.
- C. Aerodrome charts must include all information useful for airport operation. Any active manipulation (e.g., zooming, panning, or de-cluttering) should be easily returned to the default position.

Panning, scrolling, zooming, rotating, or other active manipulation is permissible for these Type B applications for meeting legibility requirements.

4.14 APPLICATIONS SUPPORTED BY DATA LINK

4.14.1 METEOROLOGICAL INFORMATION (MET)/AERONAUTICAL INFORMATION SERVICE (AIS) PRODUCTS

- A. Data link-supported EFB applications may display approved sources of weather for strategic/flight planning purposes.
- B. Weather and aeronautical information, such as data-linked MET and AIS products, are for advisory use only.
- These products are intended to enhance situational awareness, but lack the service delivery reliability and updating necessary for tactical maneuvering/use.
 - Do not use data-linked MET and AIS products for making tactical in-flight decisions regarding flight safety when avoiding adverse weather, airspace, or obstacle hazards (e.g., negotiating a path through a weather hazard area).
 - Instead, current data-linked MET and AIS products support strategic decision making (e.g., route selection to avoid a weather hazard area in its entirety) and flight planning.

Excellent source guidance on the use of MET and AIS products included in the following FAA documents (faa.gov):

- AC 00-45, *Aviation Weather Services*, and
- AC 00-63, *Use of Flight Deck Displays of Digital Weather and Aeronautical Information*.

4.14.2 GRAPHICAL WEATHER INFORMATION

- A. Data link graphical weather from sources such as XM radio and next generation weather radar (NEXRAD) may be from approved sources of advisory weather information and can only be used for strategic/flight planning purposes.
- B. Do not use data link graphical weather information for tactical decisions because data quality is uncontrolled for aviation use.
- C. Do not use data link graphical weather data as a substitute for airborne weather radar or thunderstorm detection equipment.

4.15 DATABASE ACCURACY & QUALITY

- A. Database errors can have a significantly greater impact on the flight crew member than other elements of the EFB.
- B. With this in mind, the EFB should have a database with appropriate quality control (QC) systems, and should be based on accuracy standards to avoid the potential presentation of hazardous misleading information.
- When developing the database and data quality requirements, the use of RTCA DO-200, *Standards for Processing Aeronautical Data*, is recommended.
- C. Databases utilizing raster aeronautical charts should use the guidance in RTCA DO-257A, Minimum Operational Performance Standards for the Depiction of Navigational Information on Electronic Maps, Appendix F, to determine the level of accuracy and resolution supported, as well as guidance on the appropriate use of colors for raster aeronautical charts.
- A means to identify the database version, effective date, and valid operating period must be provided.
- D. For Type B applications displaying EFB own-ship position intended for airport surface operations, the airport map database should have an accuracy of 5 meters or less.
- However, if more accurate data is not available, the database accuracy should not exceed 30 meters.
- E. Combined with a maximum position source error, which is equivalent to an installed GNSS source, the total error budget of 50 meters accuracy is met.
- A statement of the QC processes applied and database accuracy by the database manufacturer should suffice for determination of database error contribution to the total error budget.
- The 50-meter accuracy requirement is approximately half of the separation of taxiways at aerodrome code letter E, as specified in ICAO Annex 14, Aerodromes.

4.16 DISPLAY OF EFB OWN-SHIP POSITION

You may overlay EFB own-ship position on an EFB only when the installed primary flight display, weather display, or map display also depict own-ship position.

- For installed EFB displays, refer to AC 04-007 for additional guidance.

4.16.1 PROPER USE OF EFB OWN-SHIP

- A. Operators must ensure flight deck crew members understand the proper use of EFB own-ship position, including the need for concurrent use and differentiation.
- B. The flight crew's reference for maneuvering the aircraft in the air is the installed primary flight and navigational displays; therefore, they must be able to resolve conflicts between the EFB information depicted on the "secondary" display and the installed avionics system identified for each EFB application as its reference for in-flight use.
- For EFB own-ship position use in ground operations, use of external visual references is sufficient for maneuvering.

4.16.2 EFB OWN-SHIP DISPLAY SUPPORTING REQUIREMENTS

4.16.2.1 Position Source Selection

- A. We recommend using position data from an installed GNSS source.
- B. Position data from a portable GNSS source may be acceptable, but for consistency of availability, we recommend the operator select an external GNSS source rather than the GNSS internal to the portable EFB.

Portable equipment is more likely to experience signal blockage, signal degradation, and performance degradation.

4.16.2.2 EFB Own-Ship Directionality

Change own-ship to a non-directional (circular) depiction when track or heading is not available.

4.16.2.3 EFB Own-Ship GNSS Data Stream

- A. Remove EFB own-ship if the position becomes unavailable or is insufficient for the application.
- B. This will guard against a “frozen” own-ship condition caused by position source signal or power loss and removal should take no more than 3 seconds.

4.16.2.4 EFB Own-Ship Surface Use Accuracy

- A. For airport map applications, the applicant should choose a database with an accuracy of 5 meters or less.
- B. For airports where such data is not currently available, a database accuracy of up to 30 meters can still be operationally useful.
 - If the database accuracy exceeds 30 meters, do not display EFB own-ship position..

- Applicants should contact their EFB airport map application provider to obtain the accuracy of their database.
- This information is usually found in documentation supporting the EFB airport map application.

4.16.2.5 Map Zoom

- A. Design of the application should indicate the current level of zoom or scale of the display.
- B. The design should ensure the zoom level is compatible with the position accuracy of the own-ship symbol.

4.17 PERFORMANCE/WEIGHT & BALANCE (W&B) APPLICATIONS

4.17.1 WEIGHT (MASS) & BALANCE

- A. Type B applications for W&B are based on the existing information found in the RCAA-approved Airplane Flight Manual (AFM), pilot’s operating handbook (POH), or W&B manual for an aircraft.
- B. Type B W&B applications use data management software to provide data reference and mathematical calculations to simplify determination of aircraft W&B.
- C. Type B W&B applications must adhere to existing approved data and be validated for accuracy in the entire aircraft-operating envelope.
- D. Type B W&B applications may use algorithms to calculate W&B results or use basic mathematics combined with data spreadsheets to determine W&B results.

Algorithms may have the ability to interpolate within approved data, but must not extrapolate, and therefore must be tested and proven accurate by the manufacturer or operator to represent the approved data.

- E. Type B W&B applications are produced for a specific aircraft and based on RCAA-approved AFM data.

4.17.2 PERFORMANCE APPLICATIONS

- A. Type B applications for performance are based on existing published data found in the RCAA-approved AFM, POH, or performance manual for an aircraft.
- Type B aircraft performance applications are produced for a specific aircraft type based on RCAA-approved AFM data.
- Type B performance applications use data management software to provide data reference and mathematical calculations to simplify the determination of applicable aircraft performance data.
 - Type B performance applications must adhere to this published data and be validated for accurate determination of aircraft performance for the entire operating envelope.
- B. Type B aircraft performance applications may use algorithms to calculate results or use basic mathematics combined with data spreadsheets to determine results.
- Algorithms may have the ability to interpolate within approved data, but must not extrapolate beyond the information contained in the current published data.
 - These algorithms must be tested and verified to meet existing RCAA-approved AFM performance data.
- C. Type B performance applications must not extrapolate or project results not represented by the RCAA-approved AFM data point's envelope of conditions including, but not limited to, pressure, altitude, temperature, and weight.

4.17.3 PERFORMANCE & W&B APPLICATIONS

- A. Type B W&B and/or performance applications require demonstration testing prior to EFB operational use.
- B. Applications using data spreadsheets where each data point is entered into software data and then referenced for output must be verified for accurate data selection.
- C. Applications based on algorithms calculating their output must be verified to accurately represent the AFM data they replace.
- Creation of a new algorithmic method to replace AFM data is not allowed in Type B applications.
- D. Type B algorithms must adhere to the same data methodology as the RCAA-approved AFM data.
- E. The Type B application must always be demonstrated to be traceable to the RCAA-approved AFM data.
- Type B applications are suitable only insofar as they accurately reproduce the AFM data.
- F. Sufficient data points based on application architecture must be tested and documented to show the applications accurately adhere to and are limited to the RCAA-approved AFM data envelope segments and, for performance, must represent net climb gradients with considerations including, but not limited to, level-off, acceleration, transitions, and engine takeoff power time limits.
- These Type B applications must not perform calculations or provide output when the user makes an entry input which is outside the AFM data envelope(s).
- Type B applications for performance must accurately address engine inoperative gradients and obstacle clearance plane and/or weight limits.
 - Transition from airport area performance to en route climb performance and obstacle clearance must be addressed.

SECTION 5 EFB PROGRAM COMPONENTS

- A. An operator must have an EFB program authorized by the RCAA in order to use EFB applications on either portable or installed equipment in flight operations.
- B. EFB program specifics (i.e., operating procedures, maintenance procedures, administrative procedures, and training modules) must be developed, as applicable, and be available to the RCAA.
- C. RCAA authorization for an EFB program will be granted upon successful evaluation of an applicant's program operation.

5.1 PAPER REMOVAL

- A. If an operator has an EFB program authorized with adequate mitigations or develops adequate mitigations as a modification to an existing program, it is possible to remove some or all paper products from the aircraft using an equivalent level of safety.
- B. An operator proposing to remove paper from the aircraft must have program mitigations in place to prevent an EFB failure resulting in the loss of any aeronautical information required for the operation of the flight.
- C. Although this AC categorizes EFB applications into Types A and B, required aeronautical information is defined by regulation and legal interpretations outside the scope of this AC.
- D. This requirement applies to paper removal for any flight crew member, not only the pilot or copilot.

5.2 OPERATIONAL PROCEDURES

5.2.1 OPERATIONAL PROCEDURES FOR EFB HARDWARE & EFB APPLICATIONS

- A. EFB programs must contain operational procedures for the use of EFB hardware and EFB applications in the aircraft.
- B. These procedures must define the roles the flight crew member, cabin crew, and dispatch/flight following, including but not limited to—
 - Procedures defining expectations of how the flight crew member must use each EFB application during ground operations and under all flight conditions.
 - Procedures defining how the flight crew member will report irregularities of EFB hardware or EFB applications and modify those existing policies and procedures based on flight crew member feedback.
 - Procedures for normal, abnormal, and emergency use to flight crew members.
 - Procedures for the notification of any changes to the EFB program.

Normal procedures must address preflight assurance of an EFBs preflight and/or flight planning use, in-flight use/stowage/power assurance, and shutdown procedures.

5.2.2 PROCEDURES FOR USING EFBs WITH OTHER FLIGHT DECK SYSTEMS

- A. Procedures and training must address the actions to take when information provided by an EFB does not agree with other flight deck sources or when one EFB disagrees with another.
- B. Procedures must address applicable type design considerations when an EFB is simultaneously displaying information with existing avionics displays, and procedures must identify which information source will be primary, and which source will be secondary.
- C. Whenever possible, the display of an EFB application must support existing flight deck design philosophy while also ensuring the flight crew member understands which system to

use for a given purpose, especially when installed avionics and EFBs are providing similar information.

5.2.3 FLIGHT CREW MEMBER AWARENESS OF EFB SOFTWARE/DATABASE REVISIONS

- A. The operator must have a procedure in place to allow flight crew members to confirm the revision numbers and/or dates of EFB flight databases and software installed on their units for each flight.

Databases not adversely affecting flight operations, such as maintenance log forms, a list of airport codes, or a captain's atlas, do not require the confirmation of revision dates by flight crew members.

- An example of a date-sensitive revision is an aeronautical chart database on a 28-day revision cycle.

- B. Procedures must specify what action to take if the applications or databases loaded on an EFB are out-of-date.

5.2.4 PROCEDURES TO MITIGATE AND/OR CONTROL WORKLOAD

Procedures must mitigate and/or control additional workloads created by using an EFB.

5.2.5 DEFINING RESPONSIBILITIES FOR PERFORMANCE/W&B CALCULATIONS

The operator must develop procedures defining any new roles the flight crew member and dispatch may have in creating, reviewing, and using performance/W&B calculations supported by EFBs.

5.3 ADMINISTRATIVE PROCEDURES

5.3.1 EFB PROGRAM MODIFICATIONS

- A. An EFB program must have processes in place to identify and evaluate minor hardware and software modifications in accordance with the guidelines described in this AC.

- B. Minor program changes include:

- Adding/updating Type A EFB applications.
- Updating Type B EFB applications.
- Incorporating Operating System (OS) updates.

EMC testing may need to be performed depending on the portable EFB EMC demonstration method utilized.

- C. Type B EFB application upgrades and EFB OS upgrades may incorporate significant changes to flight crew member training, procedures, and use. If any doubt exists about whether or not a program modification is considered minor or significant, the operator should consider it significant unless they determine, through contact with the RCAA PI, it is minor.

5.3.2 EFB PROGRAM CATALOG

- A. The EFB program catalog is a reference of the EFB hardware (make and model) and EFB applications used by flight crew members on each aircraft M/M/S and maintains configuration management of EFB program elements.

- An EFB program must have a process defined to keep the catalog current and readily available for PIs.
- A record must be maintained for any change to the EFB program catalog.

- B. The catalog must also include:
- Current EFB OS, to include current version.
 - EFB applications, to include current version.

- Multiple EFB applications may be bundled or integrated.
- Regardless, the program catalog must identify and track both the bundled grouping and those applications listed in Appendices A and B supporting the bundled group.

5.3.3 SOFTWARE REVISION

- A. It is the responsibility of the operator to ensure the OS and EFB applications perform as intended.
- Other applications (i.e., non-EFB applications) hosted on a portable EFB must not adversely affect the EFB applications.
- B. Unauthorized modification of, or the loading of any new or additional software intended for operational use, is not permitted unless the software can be demonstrated to perform as originally intended.
- C. Application software, OS program changes, and system configuration settings must be controlled and tested prior to use in flight.
- D. In addition to the operator's responsibilities described above, it is the responsibility of the pilot in command (PIC) to verify any EFB depiction of an en route, terminal area, approach, airport map, or sectional is current and up-to-date.
- E. One means is to ensure each PIC becomes familiar with all available information concerning the flight, to include receipt of appropriate Notices to Airmen (NOTAM) prior to departure and prior to arrival.

5.3.4 DATABASE UPDATE PROCESS

5.3.4.1 Databases

- A. The operator must establish a method for revising EFB databases and establishing system verification with each update.
- The method of data revision must ensure integrity of the data the operator loads and not negatively affect the integrity of the EFB operation.
 - Especially when using Internet and/or wireless means, procedures must exist to protect the EFB data from corruption.
- B. Database revisions do not include application software or OS changes.
- C. Operators must not perform database and/or application software changes during operations (i.e., taxi, takeoff, in-flight, and landing).
- MET and AIS data link services may receive updates for overlay information during operations (e.g., graphical weather).

5.3.4.2 Revision Control

- A. Operators also need to establish revision control procedures so flight crew members and others can ensure the contents of the database are current and complete.
- B. For data subject to a revision cycle control process, it must be readily evident to the user which revision cycle is currently loaded into the EFB.

- These revision control procedures may be similar to the revision control procedures used for paper or other storage media.

5.3.5 DATA STORAGE & RETRIEVAL CONSIDERATIONS.

5.3.5.1 Archive Data

- A. If archiving data is required, operators must establish procedures to archive or retain old data.

- For archived data, the length of time data is kept depends on the kind of information being archived.
 - Some information, such as maintenance historical data, must be kept for the life of the aircraft.
- B. The information (data) archived must be retrievable for the data retention period.
- C. Operators should download maintenance discrepancy logs into a permanent record at least weekly.

This may include a need to convert data from older formats to ensure it is accessible by currently used tools.

5.3.5.2 Retrieval Considerations

- A. The EFB needs to permit any authorized RCAA inspector or Accident Investigator to retrieve, view, or print the information contained in any EFB upon receipt of a reasonable request.
- B. If the RCAA or NTSB requires an operator to provide information, the operator must provide the data in a format a requesting agency can use.

5.4 MAINTENANCE PROCEDURES

EFB programs must include processes to ensure all EFB hardware (e.g., viewable stowage, batteries, and displays) is properly maintained for its planned life cycle.

5.5 SECURITY PROCEDURES

5.5.1 MALICIOUS INTENT

- A. The operator must identify adequate security controls are in place to mitigate against the risk of unauthorized modifications to an EFBs OS architecture, its specific hosted applications, and any of the databases or data links used to enable its hosted applications.
- B. The operator also needs to protect the EFB from possible contamination from malware.
- C. Evidence must be provided, through analysis, testing, or a combination of both, to ensure EFB security is effective.
- D. The operator should define the processes and procedures to maintain the security level of the EFB during its entire operational life cycle.

5.5.2 LEVEL OF EFB SECURITY

- A. The level of EFB security depends on the criticality of the usage of the EFB application (e.g., an EFB which only holds a list of fuel prices may require less security than an EFB used for performance calculations).
- B. Beyond the level of security to assure the EFB can properly perform as intended, the level of security ultimately depends on the capabilities of the EFB, including connections to other systems.
- C. Security impacts of connections to aircraft systems must be addressed and special conditions may need to be addressed (refer to AC 04-007 for additional guidance).

5.5.3 SECURITY CONSIDERATIONS

The following non-exhaustive list contains examples of safety and security defense layers an operator should consider—

- 1) Individual system firewalls.
- 2) Clustering of systems with similar safety standards into domains.
- 3) Data encryption and authentication.

- 4) Virus scans.
- 5) Keeping the OS up-to-date.
- 6) Initiating air/ground connections only when required and always from the aircraft.
- 7) “Whitelists” for allowed Internet domains.
- 8) Virtual private networks (VPN).
- 9) Granting of access rights on a need-to-have basis.
- 10) Troubleshooting procedures must consider security threats as a potential root cause of EFB misbehavior, and responses must be developed to prevent future successful attacks, when relevant.
- 11) Virtualization.
- 12) Forensic tools and procedures.

5.6 OPERATOR TRAINING

- A. An EFB program must incorporate a means to train flight crew members when EFBs are introduced into an operation and when any changes to EFB hardware or EFB applications are made.
- EFB training should be integrated and incorporated into existing training modules during initial, transition, and recurrent training, when appropriate.
- B. Training should emphasize, but is not limited to, the following subjects and any other areas emphasized in this AC—
- The operation and controls of applicable EFB hardware, to include components and peripherals.
 - The operation of the available applications and their use in the operation of the airline.
 - The awareness of new EFB program procedures.
 - The differences between a PED and an EFB.
 - Limitations of EFB information, to include the relationship between the use of an EFB with traditional installed avionics and conditions (including phases of flight) when information on the EFB should be tempered or terminated.
 - A description of EFB failures and applicable operational procedures, to include procedures for obtaining a backup.
 - A description of security concerns procedures, such as operational or security procedures.
 - Crew Resource Management (CRM) training in EFB procedures and use, preflight checks of the system, the use of each application on the EFB (to include display and application management), and procedures for cross-checking data entry and computed information.

5.6.1 TRAINING OF NON-FLIGHT CREW MEMBERS

- A. EFB training is required for non-flight crew members if they are using similar devices and applications and are interacting with flight crew members using the same devices and applications.
- Examples are maintenance personnel, loading personnel, and dispatchers.
- B. Training must emphasize the coordinated procedures with flight crew members.

5.6.2 TRAINING CONSIDERATIONS FOR INSTALLED EQUIPMENT

- A. For EFB applications displayed on installed equipment, there may be additional training required.

- B. Additional conditions, limitations, and procedures defined in an AFM, Airplane Flight Manual Supplement (AFMS), Rotorcraft Flight Manual (RFM), Rotorcraft Flight Manual Supplement (RFMS), FSB Report, OSR, or another form of documentation must be included in an operator's training program.
- C. This additional documentation may contain the following, which must be addressed in training—
 - Descriptions of authorized special flight maneuvers, operations, and procedures the operator conducts when using an EFB.
 - Any special pilot/controller procedures when using EFB-based information.
 - Geographical areas authorized for specific EFB operations, if applicable.
 - Authorized methods to defer inoperative EFB equipment.

5.6.3 PRACTICAL TRAINING

- A. Training should provide an opportunity for instruction, demonstration, and practice using the actual or simulated EFB equipment and displays.
- B. Flight simulation training devices (FSTD) and other approved training devices (e.g., procedures trainers) may be used as a tool to train flight crew members on the use of EFBs.

If an EFB program is authorized, EFB use and performance in the full flight simulator (FFS) must represent actual flight operations.

5.7 MINIMUM EQUIPMENT LISTS

5.7.1 PORTABLE EFBs

The Master Minimum Equipment List (MMEL) and MEL are not applicable to portable EFB hardware, or EFB applications.

- However, the loss of certain Type B EFB applications affecting operational regulatory requirements must be addressed in company procedures and program mitigation.

5.7.2 INSTALLED EFBs

- A. Installed hardware is subject to MMEL/MEL requirements.
 - Changes made to the operator's MEL must be made in accordance with the approved MMEL.
- B. An operator incorporating MMEL provisions into their MEL must comply with the provisions of the MEL.

5.8 SAFETY MANAGEMENT SYSTEM (SMS)

Part 12 and 19 operators are recommended to, implement a formal process, using the SMS, for gathering feedback on the EFB program, to include any irregularities, malfunctions, or lessons learned.

- Use this process during design, installation, modifications, or improvements to procedures and/or training.

SECTION 6 EFB PROGRAM AUTHORIZATION

- A. An operator under RCAR Part 10, 12 or 19 seeking to develop an EFB program must submit an application for the applicable Ops Specs or letter of authorization (LOA).
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- B. RCAA inspectors will use the following guidance in the Special Operations Approvals Manual in addition to this AC to evaluate and process the application for initial and program modifications.

6.1 INITIAL CERTIFICATION PROCESS REQUIRED

6.1.1 GENERAL

The operator is responsible to ensure all operational requirements are met for an EFB. The operator must submit documentation demonstrating compliance with all operational requirements for EFBs to their POI.

The RCAA evaluation process for an EFB follows the general process for approval and acceptance as described in AC 00-003, RCAA Certification Process.

6.1.2 PHASE ONE, INITIATION

- A. Phase one of the process begins when the operator requests authorization to use the EFB from the RCAA.
- B. During this phase, the RCAA and the operator reach a common understanding of the role of the RCAA and what documents and actions the operator is responsible for during each phase of the authorization process.

6.1.3 PHASE TWO, REQUIRED APPLICATION INFORMATION

- A. Phase two begins when the operator submits a formal EFB plan to the POI for evaluation. The plan is reviewed for completeness and the POI facilitates coordination with other inspectors and RCAA divisions, as necessary.

Refer to Appendix B of this chapter for initial review of operator EFB application.

- B. During phase two, the POI may coordinate with the appropriate State of Design for guidance on EFBs having functions not addressed in this guidance.

Once the plan is accepted, the operator follows that plan to produce a complete EFB program.

- C. The operator must submit the following information in the application package—
- 1) EFB hardware and application specification,
 - 2) EFB operator procedures/manual revisions,
 - 3) EFB cockpit procedures checklists,
 - 4) EFB training program,
 - 5) EFB evaluation report),
 - 6) Rapid decompression test data (when required),
 - 7) Completed non-interference test results, and
 - 8) Airworthiness documents for installed EFB equipment (mounting device, aircraft data connection, aircraft power primary, remote antenna).

6.1.4 PHASE THREE, RCAA REVIEW

- A. The assigned RCAA inspectors shall use the job aids found in Appendix C of this chapter, to conduct a review of the application submitted by an operator.

All inspector specialties should coordinate the review of an operator's EFB program.

- B. The qualified FOI should participate in the simulator evaluation or flight evaluation of an EFB when a user/operator is requesting initial EFB authorization.
- Additional simulator/flight evaluations are not required for adding a new EFB to an existing authorization unless there is a substantial change in EFB intended functions.
- C. When a new aircraft is added to a certificate with existing EFB authorization, the suitability of the EFB for that aircraft must be addressed as part of aircraft conformity and configuration control process.
- D. Inspectors should examine the technical content and quality of the proposed EFB program and other supporting documents and procedures.

The user/operator's program for EFB management is critical to EFB reliability and must be well documented for EFB users.

6.1.5 PHASE FOUR, INTERIM AUTHORIZATION TO USE AN EFB

- A. An interim EFB authorization is granted to allow the user/operator to proceed with EFB validation testing.
- The paper backup of all required operating information is required to be available and accessible to the flight crew during operation.
- B. The validation phase begins when the operator formally begins use of the EFB combined with paper backup for an established period of time.

During this validation phase, the operator must maintain a paper backup of all electronic information.

Refer to the job aid in Appendix C of this chapter for data collection during the validation phase.

6.1.5.1 Unacceptable Validation Results

If the POI finds the proposed EFB reliability and/or function to be unacceptable by the conditions of this EFB guidance, the POI should contact the operator for corrective action.

EFB deficiencies must be corrected and the EFB function revalidated prior to paperless authorization being issued.

6.1.5.2 Acceptable Validation Results

If the POI finds the proposed EFB reliability and/or function to be acceptable based on validation data then paperless authorization may be issued.

6.1.6 PHASE FIVE, AUTHORIZATION TO USE AN EFB

- A. An operator subject to regulations under RCAR Parts 10, 12 or 19 is granted authorization to use an EFB only after acceptable completion of validation testing.
- B. This is the period of time that the RCAA completes the necessary documentation to formalize the approval of the applicant to use an EFB during operations in specific aircraft type(s).
- C. That approval will be in the form of—
- 1) For general aviation operators; an LOA valid for a period of 24 months; or
 - 2) For AOC holders, ops specs granting EFB authorization
- D. Any subsequent change to EFB hardware or intended functions must be validated at a level appropriate to the effect of the change on the EFB program.

No EFB Ops Spec entry is required if the operator is not authorized to use an EFB in that type of aircraft.

6.2 MODIFYING AN AUTHORIZED PROGRAM

6.2.1 MINOR PROGRAM MODIFICATIONS

- A. The ops specs authorizes operators to evaluate and incorporate minor modifications to their authorized EFB program without RCAA review or assessment.
- B. Minor program modifications include—
 - Adding/updating Type B EFB applications.
 - Incorporating OS updates.
- C. Type B EFB application upgrades and EFB OS upgrades may incorporate significant changes to flight crew member training, procedures, and use.
 - If any doubt exists about whether or not a program modification is considered minor or significant, the operator should consider it significant, unless they determine, through contact with the RCAA PI, that it is minor.

EMC testing may need to be performed, depending on the portable EFB EMC demonstration method utilized.

6.2.2 SIGNIFICANT PROGRAM MODIFICATIONS

- A. Modifications determined to be greater than minor program modifications require formal RCAA review and evaluation before they can be authorized for incorporation into an EFB program.
- B. Unlike an evaluation of an initial EFB program application, applications for modifications to an authorized EFB program can be tailored at the discretion of the RCAA inspector.

6.2.3 NON-EFB APPLICATIONS AND OTHER PROPOSALS NOT ADDRESSED IN THIS AC

- A. Proposed EFB program modifications for the addition of applications not listed in Appendix A or B, or means of compliance not addressed in this AC, must be routed to the RCAA for further evaluation.

6.3 AUTHORIZATION PROCESS FOR EFB APPLICATIONS AS APPROVED SOFTWARE

- A. Software with an airworthiness approval performing an EFB application may be utilized to support operational requirements without further PI evaluation of the software.
- B. OpSpecs or LOA is issued when all applicable EFB program requirements are considered satisfied.

6.4 OPERATOR COORDINATION RESPONSIBILITIES

- A. Use and performance of portable EFB hardware and EFB applications is the responsibility of the operator. An operator must coordinate closely with the RCAA.
 - B. It is the operator's responsibility to consider all applicable sections of this AC when designing their EFB program.
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APPENDIX A: TYPE A ELECTRONIC FLIGHT BAG (EFB) APPLICATIONS

The following EFB applications have been determined not to need an authorization from the RCAA:

- 1) Airport diversion policy guidance, including a list of special designated airports and/or approved airports with Emergency Medical Service (EMS) support facilities.
 - 2) Flight Management System (FMS)/Flight Management Guidance System (FMGS) problem report forms.
 - 3) Aircraft parts manuals.
 - 4) Required Very High Frequency Omnidirectional Range (VOR) check records.
 - 5) Minimum equipment lists (MEL).
 - 6) Configuration Deviation Lists (CDL).
 - 7) Nonessential Equipment and Furnishings (NEF) lists.
 - 8) Federal, state, and airport-specific rules and regulations.
 - 9) Chart Supplements (formerly the Airport/Facility Directory (A/FD)) data (e.g., fuel availability, land-and-hold-short operations (LAHSO) distances for specific runway combinations).
 - 10) Noise abatement procedures for arriving and departing aircraft.
 - 11) International Operations Manuals, including regional supplementary information and International Civil Aviation Organization (ICAO) differences.
 - 12) Aeronautical Information Publications (AIP).
 - 13) Pilot flight and duty-time logs.
 - 14) flight crew member-required rest logs.
 - 15) flight crew member qualification logs (such as aircraft qualifications, long-range navigation flight crew member qualifications, Category III (CAT III) qualifications, high minimums logs, night currency logs, pilot in command (PIC) qualifications for special areas, routes, and airports for special airports qualifications).
 - 16) flight crew member qualifications record-keeping, including aircraft qualifications, landing currency, flight time and duty-time, PIC currency requirements, etc.
 - 17) Captain's report (i.e., captain's incident reporting form).
 - 18) flight crew member survey forms (various).
 - 19) EMS reference library (for use during medical emergencies).
 - 20) Trip scheduling and bid lists.
 - 21) Aircraft captain's logs.
 - 22) Anti-terrorism profile data.
 - 23) Dangerous Goods/oxidizer lookup tables.
 - 24) Customs declaration and agriculture inspection/clearance form.
 - 25) Special reporting forms, such as near midair collision (NMAC) reports, bird and wildlife encounters, owner-initiated Service Difficulty Reports (SDR), etc.
 - 26) Incidents of interference to aircraft electronic equipment from devices carried on board aircraft.
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- 27) Current fuel prices at various airports.
- 28) Computer-based training modules, check pilot, and flight instructor records.
- 29) Airline Policy and Procedures Manuals (PPM).
- 30) RCARs.
- 31) Lookup and completion of various reporting forms (e.g., company-specific forms, and hazard reports).
- 32) Passenger information requests—some are directed to the gate or to the agent meeting the flight (e.g., special meal requests, wheelchair requirements, unaccompanied minors, gate information for connecting flights, and flights being held for connecting passengers).
- 33) Service Bulletins (SB)/published Airworthiness Directives (AD), etc.

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APPENDIX B: TYPE B ELECTRONIC FLIGHT BAG (EFB) APPLICATIONS

The following EFB applications require an authorization from the RCAA:

- 1) Airplane Flight Manuals (AFM) (or Rotorcraft Flight Manuals (RFM)) and Airplane Flight Manual Supplement (AFMS) (or Rotorcraft Flight Manual Supplement (RFMS)).
 - 2) Cabin Crew (F/A) manuals (Operations Manual, Part E)
 - 3) Flight Operations Manuals (FOM) (Operations Manual, Part A)
 - 4) For smaller aircraft, pilot's operating handbooks (POH), including POH section IX supplements.
 - 5) Company FOMs.
 - 6) Maintenance manuals.
 - 7) Aircraft maintenance reporting manuals.
 - 8) Company standard operating procedures (SOP).
 - 9) Aircraft operating and information manuals (performance information, Weight and Balance (W&B), systems, limitations, etc.).
 - 10) Aircraft performance data manuals (fixed non-interactive material).
 - 11) Airport performance restrictions manual (e.g., a reference for takeoff and landing performance calculations).
 - 12) W&B manual, if a separate manual (fixed non-interactive material).
 - 13) W&B calculations.
 - 14) Takeoff, en route, approach and landing, missed approach, go-around, etc., performance calculations. Data derived from algorithmic data or performance calculations based on software algorithms.
 - 15) Other aircraft performance data manuals, including specialized performance data for use in conjunction with advanced wake vortex modeling techniques, and land-and-hold-short operations (LAHSO) predictions, etc. (fixed, non-interactive material for planning purposes).
 - 16) Operations specifications (OpSpecs) or letters of authorization (LOA).
 - 17) Power settings for reduced thrust settings.
 - 18) Runway limiting performance calculations.
 - 19) Cost index modeling/flight optimization planning software
 - 20) Master flight plan/updating.
 - 21) Interactive plotting for oceanic and remote navigation.
 - (a) A depiction of EFB own-ship may be included on this EFB application if the aircraft has a navigation moving map display (navigation display) providing concurrent display of the active flight plan, aircraft position, and aircraft trajectory (for example, heading if a heading is selected).
 - (b) The EFB application may display additional, unique data elements, such as other oceanic routes, but must have sufficient common data to allow the flight crew member to resolve discrepancies.
 - 22) Maintenance discrepancy signoff logs (maintenance discrepancy logs need to be downloaded into a permanent record at least weekly).
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- 23) Cabin maintenance discrepancy reporting forms/location codes (maintenance discrepancy logs need to be downloaded into a permanent record at least weekly).
 - 24) Electronic aeronautical charts (e.g., arrival, departure, en route, area, approach, and airport charts) which may be static/pre-composed (raster), or dynamic/data-driven (vector).
 - (a) A depiction of EFB own-ship may be included on this EFB application if the aircraft has a navigation moving map display (navigation display) providing concurrent display of the active flight plan, aircraft position, and aircraft trajectory (for example, heading is a heading is selected).
 - (b) The EFB application may display additional, unique data elements, such as airspace boundaries, but must have sufficient common data to allow the flight crew member to resolve discrepancies.
 - 25) Electronic checklists (ECL), including normal, abnormal, and emergency. EFB ECLs cannot be interactive with other aircraft systems.
 - 26) Applications making use of the Internet and/or other Aeronautical/Airline Operational Control (AOC) or company maintenance-specific data links to collect, process, and then disseminate data for uses such as spare parts and budget management, spares/inventory control, and unscheduled maintenance scheduling, etc. (maintenance discrepancy logs need to be downloaded into a permanent record at least weekly).
 - 27) Weather and aeronautical information.
 - (a) A depiction of EFB own-ship may be included on this EFB application if the aircraft has a weather radar display providing concurrent display of proximate weather hazards.
 - (b) The EFB application may display additional, unique data elements, such as turbulence or data outside the range of the weather radar, but must have sufficient common data to allow the flight crew member to resolve discrepancies.
 - 28) Aircraft cabin and exterior video surveillance displays.
 - 29) Aircraft's Category II (CAT II)/Category III (CAT III) landing records.
 - 30) Aircraft flight log and servicing records.
 - 31) Autopilot approach and autoland records.
 - 32) Cockpit observer briefing cards.
 - 33) Oceanic navigation progress logs.
 - 34) Approved electronic signature using Public Key Infrastructure (PKI) or private key technology.
 - 35) Cabin maintenance write-ups (maintenance discrepancy logs need to be downloaded into a permanent record at least weekly).
 - 36) Maintenance personnel sign-off of discrepancy form (maintenance discrepancy logs need to be downloaded into a permanent record at least weekly).
 - 37) Aircraft Maintenance Manuals (AMM).
 - 38) Notices to Airmen (NOTAM).
 - 39) Required dispatch or flight release documentation.
 - 40) Icing holdover time tables.
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- 41) International Civil Aviation Organization (ICAO) Doc 9481, Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods.

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APPENDIX C: ADDITIONAL EFB-RELATED SOURCE REFERENCES

The following aviation industry documents provide detailed guidance and standards related to the use of an Electronic Flight Bag in aviation operations.

- 1) RTCA DO-160, *Environmental Conditions and Test Procedures for Airborne Equipment*.
 - 2) RTCA DO-178, *Software Considerations in Airborne Systems and Equipment Certification*.
 - 3) RTCA DO-199, *Potential Interference to Aircraft Electronic Equipment from Devices Carried Aboard (Vol I and II)*.
 - 4) RTCA DO-200, *Standards for Processing Aeronautical Data*.
 - 5) RTCA DO-201, *Standards for Aeronautical Information*.
 - 6) RTCA DO-208, *Minimum Operational Performance Standards for Airborne Supplemental Navigation Equipment Using Global Positioning System (GPS)*.
 - 7) RTCA DO-233, *Portable Electronic Devices Carried Onboard Aircraft*.
 - 8) RTCA DO-242, *Minimum Aviation System Performance Standards for Automatic Dependent Surveillance Broadcast (ADS-B)*.
 - 9) RTCA DO-249, *Development and Implementation Planning Guide for Automatic Dependent Surveillance Broadcast (ADS-B) Applications*.
 - 10) RTCA DO-254, *Design Assurance Guidance for Airborne Electronic Hardware*.
 - 11) RTCA DO-255, *Requirements Specification for Avionics Computer Resource (ACR)*.
 - 12) RTCA DO-257A, *Minimum Operational Performance Standards for the Depiction of Navigational Information on Electronic Maps*.
 - 13) RTCA DO-260, *Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance-Broadcast (ADS-B) and Traffic Information Services-Broadcast (TIS-B)*.
 - 14) RTCA DO-264, *Guidelines for Approval of the Provision and Use of Air Traffic Services Supported by Data Communications*.
 - 15) RTCA DO-267, *Minimum Aviation System Performance Standards (MASPS) for Flight Information Service-Broadcast (FIS-B) Data Link*.
 - 16) RTCA DO-272, *User Requirements for Aerodrome Mapping Information*.
 - 17) RTCA DO-276, *User Requirements for Terrain and Obstacle Data*.
 - 18) RTCA DO-282, *Minimum Operational Performance Standards for Universal Access Transceiver (UAT) Automatic Dependent Surveillance-Broadcast (ADS-B)*.
 - 19) RTCA DO-294, *Guidance on Allowing Transmitting Portable Electronic Devices (T-PEDS) on Aircraft*.
 - 20) RTCA DO-307, *Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance*.
 - 21) RTCA DO-311, *Minimum Operational Performance Standards for Rechargeable Lithium Battery Systems*.
 - 22) RTCA DO-363, *Guidance for the Development of Portable Electronic Devices (PED) Tolerance for Civil Aircraft*.
 - 23) ARINC 424, *Navigation System Database*.
 - 24) ARINC 653P(), *Avionics Application Software Standard Interface*.
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- 25) ARINC 653P1, *Avionics Application Software Standard Interface Part 1 – Required Services.*
- 26) ARINC 653P2, *Avionics Application Software Standard Interface Part 2 – Extended Services.*
- 27) ARINC 653P3, *Avionics Application Software Standard Interface Part 3 – Conformity Test Specification for ARINC 653 Required Services.*
- 28) ARINC 660, *CNS/ATM Avionics, Functional Allocation and Recommended Architectures.*
- 29) ARINC 661, *Cockpit Display System Interfaces to User Systems.*
- 30) ARINC 828, *Electronic Flight Bag (EFB) Standard Interface.*
- 31) ARINC 834, *Aircraft Data Interface Function (ADIF).*
- 32) ARINC 840, *Electronic Flight Bag (EFB) Application Control Interface (ACI) Standard.*
- 33) Aerospace Recommended Practice (ARP)4754, *Guidelines for Development of Civil Aircraft and Systems.*
- 34) ARP4761, *Guidelines and Methods for Conducting the Safety Assessment Process on Civil Airborne Systems and Equipment.*
- 35) ARP5289, *Electronic Aeronautical Symbols.*
- 36) ARP5621, *Electronic Display of Aeronautical Information (Charts).*
- 37) United Nations (UN) ST/SG/AC.10/11/Rev.5, *Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria.*
- 38) UN ST/SG/AC.10/11/Rev.5/Amend.2, *Amendments to the Fifth Revised Edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria.*
- 39) National Institute of Standards and Technology (NIST) Special Publication 800-30, *Guide for Conducting Risk Assessments.*

End of Advisory Circular
