



1. GENERAL INFORMATION

EFB Model / Type:	
Aircraft Info:	Operator:
	Registration(s):
	Type / Model(1):
	Type / Model(2):
Observation Info:	
	Observer Name:
	Date:
	Signature:

2. QUESTIONNAIRE FOR EFB LINE EVALUATION

This is a final check done by EFB line-operations evaluations to ensure that there are no problems with the EFB design/interface, training, or procedures prior to the authorization for use. The questions below encompass the operations and safety evaluation. In cases where a system shows weaknesses or limitations, further mitigations must be developed by the Operator.

Following key questions shall be kept in mind:

- 1) Can the flight be conducted as safely with an EFB as with the methods/products it is intended to replace?**
- 2) Does the EFB add an unacceptable level of complexity for any critical activity or phase of flight?**

In order to answer these questions following sections are provided:

- Section I: To record general notes about the system and the evaluation.
- Section II to V: To consider more specific aspects of EFB usage. (36 questions)

Guidance is taken from FAA Inspector`s Handbook 8900.1 CHG 47: EFB Operational Approval.



SECTION I - Describe system configuration description and flight conditions:

SECTION II - Overview. The main aspects to be assessed are encompassed by the following questions:

- (1) Was training adequate to ensure that the pilot(s) could perform in a safe and efficient manner?
- a. Were individual pilot knowledge and skills adequate to allow normal coordinated flight deck activities? No Yes
- b. Was pilot knowledge regarding software applications adequate? No Yes
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- (2) Are adequate procedures in place to ensure that the EFB is integrated into the crew/operator's system (e.g., normal and abnormal/emergency operations and maintenance functions)? No Yes
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- (3) Was the EFB hardware or software adequate and appropriate during the flight? If there were any problems, particularly in a critical phase of flight, describe in the notes space below. No Yes
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- (4) Could the pilot(s) recover from usage errors without undue distraction or discussions? If usage errors were frequent or a distraction, describe in notes below. No Yes
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- (5) Was the workload required for completing a task with the EFB equal to or less than the workload for completing the task with the conventional method? If no, specify phase of flight and task for any marginal or unacceptable increases in workload in notes space below. No Yes

Describe any problems noted as 'No' above:

SECTION III. - General.

- (6) Was each pilot able to use the cursor, track ball, touch screen, etc. for menu and functionality without frequent errors? No Yes



(7) Was the device appropriate and operational when exposed to environmental factors (e.g., turbulence, cold weather, vibration)? No Yes

(8) Was the device free of significant limitations in regard to display (e.g., off-axis view angles, or various different lighting conditions)? No Yes

- a. The device had easy and adequate dimming functions in low light (nighttime) conditions?
 - b. The device was adequately backlit and/or was viewable by flight deck lighting in low light (nighttime) conditions?
 - c. The device was clearly visible in bright sunlight conditions?
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(9) Was the device display clear (adequate resolution)? Confirm that the display was never misinterpreted because of viewing limitations. If so, record issues in notes space below.. No Yes

(10) Did the pilot(s) ensure proper stowage and security (i.e., between flights, etc.) of EFB per standard operating procedures (SOP)? Temperature limitations acknowledged? No Yes

(11) Does the display continue to be usable after prolonged use in the flight deck environment (if applicable)? No Yes

(12) Normal functions (e.g., shut down, start up, etc.) are adequate and do not require undue pilot attention or concern? No Yes

(13) Were procedures adequate for identifying currency of EFB data? No Yes

(14) Could the pilot(s) easily find and use required items and functions? No Yes

(15) Were the abbreviations and/or icons easy to understand? No Yes

(16) If multiple applications are supported, could the pilot(s) easily switch between critical applications? No Yes

(17) If critical (e.g., abnormal or emergency checklists) applications are authorized in the EFB configuration basis, is their use at least equal to or better than previously approved methods? No Yes N/A

(18) The time to complete normal tasks were appropriate. No Yes

(19) The audio features did not cause pilot distraction and/or were adjustable and appropriate for the flight deck environment. No Yes N/A

Describe any problems noted as 'No' above:



SECTION IV. - Electronic Charts, Documents, and Checklists.

(20) Were all necessary documents (including charts, checklists, and manuals) found, identified, and easily viewed by the pilot(s) without undue distraction? No Yes

(21) Was information contained in electronic charts, documents, and checklists complete, equal in quality to previously provided products, and easily accessible and understandable? No Yes

(22) Was pilot knowledge of chart/document/checklist selection and viewing adequate? No Yes

(23) Could the pilot(s) easily rearrange content on the screen to meet needs (e.g., by zooming, panning, or otherwise customizing the view)? No Yes

(24) If printers are used, are printouts acceptable? No Yes

(25) Did the pilot(s) exhibit adequate knowledge of EFB functions to efficiently brief and fly required procedures? No Yes

(26) Did the pilot(s) exhibit adequate knowledge of the software revision process procedure/method that ensures appropriate database accuracy and currency? No Yes

(27) Did the pilot(s) exhibit adequate knowledge of contingency procedures?
In the event of a failure of a single device. No Yes
In the event that both devices fail.

(28) Were both pilots able to monitor necessary electronic chart displays during critical phases of flight? No Yes

(29) Did the EFB allow quick entry of updates for last minute changes (e.g., flight plan/runway changes)? No Yes

(30) For electronic checklists, was it easy to track completed items? No Yes
 N/A

Describe any problems noted as 'No' above:



SECTION V. - Flight Performance Data/Calculations.

(31) Could the pilot(s) interpret and use flight performance data/calculations efficiently and accurately? No Yes
 N/A

(32) Did the device allow quick entry of updates for last minute changes (e.g., flight plan/runway changes)? No Yes
 N/A

(33) In the event that the weight & balance and/or performance calculation software is not approved by the Aircraft Certification Office, all crewmembers are aware of the software's limitations and understand that only approved calculation methods may be used as a primary means of computation. No Yes
 N/A

Describe any problems noted as 'No' above:

VI. General Conclusions.

SECTION VI. – General Conclusions.

(34) Were any unique safety issues or events caused or exacerbated by using the EFB during this evaluation? No Yes

(35) Can the flight be conducted as safely with an EFB as with the methods/products it is intended to replace? No Yes

(36) Does the EFB add an unacceptable level of complexity for any critical activity or phase of flight? No Yes