



## Safety Information Bulletin

### Operations

**SIB No.: 2018-19**

**Issued: 17 October 2018**

**Subject: FlySmart+ Applications for iPad – Change of Runway Entry Not Taken Into Account in Take-Off Computation**

#### Ref. Publications:

- Article 76(6) of Regulation (EU) [2018/1139](#) dated 04 July 2018.
- Commission Regulation (EU) No [965/2012](#) on Air Operations dated 05 October 2012.
- EASA Acceptable Means of Compliance (AMC) 20-25 "Airworthiness and Operational consideration for Electronic Flight Bags (EFB)" dated 09 February 2014.
- EASA [SIB 2016-02](#) "Use of Erroneous Parameters at Take-Off" dated 16 February 2016.
- Airbus Flight Operations Telex FOT Ref. 999.0086/18 original issue dated 16 October 2018.

#### Applicability:

Operators of Airbus A318, A319, A320, A321, A330 and A340 aeroplanes, using the full suite of FlySmart+ EFB applications on iPad, and their competent authorities.

#### Description:

A scenario leading to the potential display of misleading takeoff performance data was recently reported by an aeroplane operator using the FlySmart+ suite of EFB applications.

It was identified that an error can occur when changing the runway entry directly from the graphical runway depiction on the application, for example in order to recompute take-off data from a full-length runway to an intersection take-off. The take-off parameters in that case are not simultaneously updated to account for the newly selected runway intersection.

The use of Airbus recommended Standard Operating Procedures, in particular the crosscheck of EFB performance data with the Flight Management System PERF T.O page, may allow to detect the issue. However, there is a risk that the discrepancies remain unnoticed by the crew, as take-off performance recalculations typically occur during high-workload flight phases (taxi) and under time pressure.

The problem affects Flysmart+ iPad TakeOff application version 3.5.2 and previous versions, and is caused by the unexpected behaviour of third-party software components.

To address this safety concern, Airbus released the software update version 3.5.3 and issued FOT Ref. 999.0086/18.

At this time, the safety concern described in this SIB does not warrant the issuance of an operational directive under Regulation (EU) 2018/1139.

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This is information only. Recommendations are not mandatory.



### Recommendations:

EASA recommends aeroplane operators to follow Airbus instructions expeditiously and as detailed in Airbus FOT Ref. 999.0086/18, and to implement version 3.5.3 of the take-off application.

Until this version is deployed on all their EFBs, EASA recommends that operators should inform their flight crews without delay about the issue and the mitigations to be put in place, and in particular instruct them not to use the graphical runway depiction on the application in order to recompute take-off data.

EASA recommends national competent authorities to direct the affected operators under their oversight to implement the above mentioned recommendations.

Furthermore, EASA reminds operators of the recommendations provided in EASA SIB 2016-02, in particular regarding the importance to follow adequate procedures and verification methods for performance calculation.

### Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

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For any question on the technical content of this SIB, contact Airbus via TechRequest on the Airbus World portal:

- Domain "Flight Operations" for questions related to operational content
- Domain "Software & Services" for other questions.

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