



Namibia Civil Aviation Authority

**Aviation Directive**

Reference Number: 1/2/3-4

Flight Operations

March 2021

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**ELECTRONIC FLIGHT BAG REQUIREMENTS FOR  
AIRCRAFT OPERATORS**



### 1. Legal Authority

Pursuant to Section 38 (6) of the Civil Aviation Act 2016. (Act no of 2016 – hereinafter “the Act”) the Executive Director may issue a permission, approval or procedure, or the imposition of a condition, restriction, or prohibition which the Executive Director believes on reasonable grounds to be:

- (a) consistent with the objectives of applicable regulatory requirements, procedures, or documents: and

necessary and expedient to better achieve the objects of the Act.

**This AD is considered appropriate for the reasons mentioned hereinbelow**

### 2. Background

- 2.1. NAMCARS 121.04.1, 127.04.1 and 135.04.1 require aircraft operators to carry certain documents on board the aircraft on each individual flight. NAMCARS 121.04.3, 127.04.3 and 135.04.3 contain requirements on the operations manual and also requires that every flight is conducted in accordance with the operations manual and that those parts of the operations manual which are required for the conduct of a flight are easily accessible to the crew members on board;
- 2.2. NAMCARS regulation 121.04.4 and 135.04.4 require that an aircraft operator compiles and makes available an aircraft operating manual (AOM) for use by the crew members employed by such operator. The operator shall ensure that the aircraft operating manual is provided in a hard copy or in an approved electronic format. Electronic flight bags are now widely used in the aviation industry and have the capability to hold these required documents for use by crew during flight.
- 2.3. This Directive replaces DCA 008/2014 Directive on Electronic Flight Bags.

### 3. Purpose

ICAO Annex 6 Parts I, II and III require States to issue a specific approval to operators for use of EFBs. This Directive is issued to ensure aircraft operators meet the standards in ICAO Annex 6 Parts I, II and III that require States to issue a specific approval to operators for use of EFBs. The requirements in the Directive will be incorporated into the regulations in future.



#### 4. Applicability/Issued To

This Directive applies to all commercial air operator certificate holders issued in terms of NAMCARS Parts 121, 127 and 135.

#### 5. Action Required/Expected

##### 5.1. EFB operational approval:

Aircraft operators shall ensure they have an EFB specific approval from the Director before the operational use of EFBs on board aircraft. Air operators requesting Executive approval shall ensure that:

- a) the EFB equipment and its associated installation hardware, including interaction with aircraft systems if applicable, meet the appropriate airworthiness certification requirements.
- b) the operator has assessed the safety risks associated with the operations supported by the EFB function(s).
- c) the operator has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s).
- d) the operator has established and documented procedures for the management of the EFB function(s) including any database it may use.
- e) the operator has established and documented the procedures for the use of, and training requirements for, the EFB and the EFB function(s); and
- f) the operations manual includes instructions and training requirements for the use of the EFB, as applicable.

##### 5.2 EFB Equipment:

Where portable EFBs are used on board an aircraft, the operator shall ensure that they do not affect the performance of the aircraft systems, equipment, or the ability to operate the aircraft.

##### 5.3 EFB Requirements:

Where EFBs are used on board an aircraft the operator shall:

- a) assess the safety risk(s) associated with each EFB function.
- b) establish and document the procedures for the use of, and training requirements for, the device and each EFB function; and




- c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.

**6. Effective Date**

The Directive shall be in effect from 22<sup>nd</sup> of March 2021 and shall remain in effect until superseded by amendment or withdrawn.

For further guidance, please contact email [ops@ncaa.com.na](mailto:ops@ncaa.com.na)

**7. Issued By:**

  
**Gordon Elliott**  
INTERIM EXECUTIVE DIRECTOR

DATE:

18 March 2021

