



## NEWS

### **JEPPESEN SIGNS CLASS 2 EFB CONTRACT WITH KALITTA AIR**

#### **Jeppesen leads growing EFB market with scalable, flexible solutions**

**PARIS AIRSHOW 2005, Le Bourget, June 14, 2005** –Jeppesen and freight carrier Kalitta Air have finalized an EFB contract. Jeppesen will provide Kalitta with electronic terminal charts and a document browser; navAero will provide tBag™ C22 EFB hardware for the carrier's 14 B747 freighters.

“Our contract with Kalitta is a strong indicator of the emerging market for EFB retrofit solutions,” said Thomas Wede, Jeppesen senior vice president, commercial aviation services. “Jeppesen is the acknowledged leader in delivering innovative electronic navigation tools to aircraft operators in every segment of aviation. This is evident in, among other things, the Jeppesen applications deployed on Boeing's certified Class 3 EFB, which is in use by many leading B777 operators. We are capturing a significant portion of the burgeoning EFB market.”

Jeppesen's terminal chart viewer frees flight crews from the constraints of paper, while maintaining the familiar look of Jeppesen's industry-standard charts. The revision process uses Jeppesen's Data Distribution and Management (DDM) system and associated ground tools applications, which were developed to ensure timely, accurate updates in the certified environment. Jeppesen used pilot focus groups and proven human factors principles when designing the EFB chart viewer software and interface. For instance, users can electronically assemble a “chart clip” for quick and easy access to a series of charts for an airport, and a night viewing mode enhances readability during nighttime operations.

The electronic document browser removes paper from the flight deck and provides rapid access to important information. Documents can be searched electronically, printed from the flight deck, zoomed in and out for readability and more.

FAA and JAA define three classes of EFBs:

Class 1 EFBs generally make use of commercial-off-the-shelf (COTS) equipment, including laptop and tablet PCs. They are fully portable and do not deliver data to or receive it from the aircraft's avionics. JAA refers to these systems as controlled Portable Electronic Devices (PEDs).

Class 2 EFBs typically are COTS-based, but may use purpose-built equipment. They are portable, but connected to the aircraft during normal operations. They may receive data from but do not deliver it to the aircraft. FAA requires an administrative control process for approval; JAA considers Class 2 devices to be controlled PEDs and requires airworthiness approval.

Class 3 EFBs are fully installed systems and not portable. They receive data from and may deliver it to the aircraft. Both FAA and JAA require airworthiness certification covering both hardware installation and qualification. Jeppesen applications are included in Boeing's Class 3 EFB, which to date is the only one to have received certification by the FAA. In addition, Jeppesen is working with Airbus to develop certified EFB solutions for the Airbus family of aircraft.

Jeppesen is recognized as the world's foremost provider of integrated aviation information solutions. Jeppesen's portfolio of products and services includes: flight information, flight operations services, international trip planning services, domestic and international fuel programs, aviation weather services and aviation training systems. The Jeppesen group of companies has offices in the United States, the United Kingdom, Germany, Australia, China and Russia. Jeppesen is a subsidiary of Boeing Commercial Aviation Services, a unit of Boeing Commercial Airplanes.

-more-

For additional information call (800) 353-2108 or (303) 328-4422, or visit [www.jeppesen.com](http://www.jeppesen.com). In the Eastern Hemisphere call +49 6102 5070.

Jeppesen product and corporate information is available online at [www.jeppesen.com](http://www.jeppesen.com).

###

Media Contact:

Eric Anderson

303-328-4767

[eric.anderson@jeppesen.com](mailto:eric.anderson@jeppesen.com)