

# News

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## Lido mPilot receives EASA Non-Technical Objection Letter supporting EFB operational approval

- Voluntary EASA evaluation confirms alignment with EU air operations regulation for Lido mPilot 7
- Lido mPilot is the first GPS interference awareness solution within an EFB evaluated by EASA and found compliant
- Airlines benefit from simplified regulatory validation and OPS approval processes when rolling out the EFB solution Lido mPilot 7 across their fleet.

*Raunheim, 19<sup>th</sup> March 2026.* The pilot navigation solution [Lido mPilot 7](#) from [Lufthansa Systems](#) has received a Non-Technical Objection Letter (NTOL) by the European Union Aviation Safety Agency (EASA). The voluntary evaluation confirms that the Electronic Flight Bag solution (EFB) aligns with the applicable EU air operations regulation.

For airlines and aviation authorities, this evaluation provides regulatory clarity in an area where operators remain responsible for obtaining operational (OPS) approval from their competent national aviation authority. By proactively requesting the EASA evaluation, Lufthansa Systems supports airlines in facilitating and accelerating their approval process when introducing or upgrading to Lido mPilot 7 and activating additional modules.

### What does the EASA NTOL mean for airlines?

The NTOL reduces regulatory friction and lowers uncertainty during EFB rollout and upgrade projects. In practical terms, the evaluation:

- Confirms alignment with EU air operations rules
- Provides operators with pre-validated compliance material
- Reduces the effort required to demonstrate compliance to national aviation authorities
- Supports faster transitions to paperless cockpit environments

Whenever airlines activate additional modules such as in-flight weather and Airport Moving Map (AMM), or out-of-the-box functionalities such as iPad mirroring on the A350 or GPS interference awareness, they are required to seek OPS approval by their local regulator. Providing the EASA NTOL can streamline authority evaluations and reduce approval effort.

### First evaluated GPS interference awareness solution in an EFB

With this step, Lufthansa Systems positions itself as the first provider whose [GPS interference awareness solution](#) within an EFB application has been evaluated by EASA and found compliant with the applicable regulatory framework. At a time when GPS interference is increasingly affecting flight operations in certain regions, this evaluation underlines the maturity and robustness of the solution.

Similarly, [Lido mPilot enhances usability in A350 cockpits through native iPad display mirroring](#). Pilots can seamlessly mirror and extend their iPad content directly onto the A350

display units, enabling interaction with Lido mPilot via cockpit peripherals, with the application depicting real-time position sourced directly from the aircraft's avionics. This improves operational efficiency and streamlines pilot workflows.

“By voluntarily undergoing the EASA evaluation, we underline our commitment to regulatory transparency and safety in mission-critical cockpit systems. The Non-Technical Objection Letter supports our airline customers in accelerating their OPS approval process while reducing regulatory uncertainty,” said Andreas Medlhammer, Product Owner Lido Charting Applications at Lufthansa Systems.

### **Lido mPilot as a mission-critical cockpit solution**

Designed for airline operations, Lido mPilot enhances pilot situational awareness and streamlines cockpit workflows. The integrated charting application for iOS provides seamless access to terminal charts, a dynamically generated enroute map, an Airport Moving Map (AMM), weather overlays, and operational documents on the iPad. By elevating flight-relevant information based on aircraft position and flight plan, the solution reduces information overload and supports safe and efficient aircraft operations.

The latest version, Lido mPilot 7.1, was published in mid-March and introduces several usability improvements, including a new Liquid Glass user interface for a clearer and more consistent user experience and Grouped Enroute Company Layers to simplify layer management. Further enhancements include Vertical Profile Autofocus, which automatically highlights the relevant upcoming section of the route, supporting pilots in maintaining situational awareness. The release also enables the automatic addition of enroute alternates from ATC flight plans directly into the flight folder. Lido mPilot 7.0 was introduced in 2025 and is already in operational use. The NTOL further strengthens confidence in the current version and future developments within the product line.

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### **About Lufthansa Systems**

Lufthansa Systems GmbH, the leading airline IT provider, has been shaping the future of digital aviation for 30 years. Helping airlines unlock their full potential, the company combines profound industry know-how with advanced technological expertise. A subsidiary of the Lufthansa Group, the company offers its more than 350 customers worldwide a portfolio with often market-leading products that cover all airline business processes – on the flight deck, in the cabin, and on the ground. Lufthansa Systems is committed to improving its own environmental footprint and that of its airline customers of all sizes and business models. Headquartered in Raunheim near Frankfurt/Main, Germany, Lufthansa Systems employs around 3,000 people at its locations in 16 countries. [www.LHsystems.com](http://www.LHsystems.com)

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