

Executive Director Decision

2025/020/R

of 2 December 2025

issuing the following:

**Amendment 29 to Issue 2 of the Acceptable Means of Compliance and Guidance Material
to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012**

‘AMC and GM to Part-ORO — Issue 2, Amendment 29’

**Amendment 17 to Issue 1 of the Acceptable Means of Compliance and Guidance Material
to Annex V (Part-SPA) to Commission Regulation (EU) No 965/2012**

‘AMC and GM to Part-SPA — Issue 1, Amendment 17’

— — —

‘Enhanced implementation of flight data monitoring (FDM) programmes’

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139¹, and in particular Articles 76(3) and 104(3)(a) thereof,

Whereas:

- (1) Acceptable means of compliance (AMC) are non-binding standards issued by EASA, which are used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and with the delegated and implementing acts adopted on the basis thereof.
- (2) Guidance material (GM) is non-binding material issued by EASA, which helps to illustrate the meaning of delegated or implementing acts or certification specifications and detailed specifications, and which is used to support the interpretation of Regulation (EU) 2018/1139, of the delegated and implementing acts adopted on the basis thereof, and of certification specifications and detailed specifications.
- (3) With Decision 2014/017/R² of 24 April 2014, the Executive Director issued Issue 2 of the AMC and GM to Part-ORO of Regulation (EU) No 965/2012.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<http://data.europa.eu/eli/reg/2018/1139/oj>).

² [ED Decision 2014/017/R - AMC & GM Part-ORO - Issue 2 | EASA](#)

- (4) With Decision 2012/019/R³ of 24 October 2012, the Executive Director issued the AMC and GM to Part-SPA of Regulation (EU) No 965/2012.
- (5) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its decisions, taking into account worldwide aviation experience and scientific and technical progress in that field.
- (6) EASA identified the need to update the AMC and GM to points ORO.GEN.200, ORO.AOC.130, ORO.FC.A.245 and SPA.HOFO.145 to ensure that flight data monitoring (FDM) programmes meet minimum performance conditions and effectively support aircraft operators' management systems.
- (7) EASA determined that the amendments mentioned in point (6) shall become applicable two years after their publication, as their implementation is expected to require changes to aircraft operators' procedures, software updates and possibly revision of the agreements with flight crew representatives. Without prejudice to later amendments to the AMC and GM issued with Decisions 2014/017/R and 2012/019/R, the current AMC and GM to points ORO.GEN.200, ORO.AOC.130, ORO.FC.A.245 and SPA.HOFO.145 shall remain in force until the date on which these amendments become applicable.
- (8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure⁴, consulted extensively with the interested parties on the content of this Decision and considered the comments received,

HAS DECIDED:

Article 1

1. The Annex to Decision 2014/017/R of the Executive Director of the Agency of 1 July 2014 is amended as laid down in Annex I to this Decision.
2. The Annex to Decision 2012/019/R of the Executive Director of the Agency of 24 October 2012 is amended as laid down in Annex II to this Decision.

³ [ED Decision 2012/019/R - AMC & GM to Part-SPA | EASA](#)

⁴ EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure'), and repealing Management Board Decision No 18-2015 (<https://www.easa.europa.eu/en/the-agency/management-board/decisions/easa-mb-decision-no-01-2022-rulemaking-procedure-repealing-mb>).



Article 2

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

It shall apply from 1 January 2028.

The AMC and GM issued with Decisions 2014/017/R⁵ and 2012/019/R⁶ shall remain in force and applicable until 31 December 2027.

Cologne, 2 December 2025

*For the European Union Aviation Safety Agency
The Executive Director*

Florian GUILLERMET

⁵ [ED Decision 2014/017/R - AMC & GM Part-ORO - Issue 2 | EASA](#)

⁶ [ED Decision 2012/019/R - AMC & GM to Part-SPA | EASA](#)

