

## **Acceptable Means of Compliance and Guidance Material to Annex III (Part-ORO) to Regulation (EU) No 965/2012 — Issue 2, Amendment 25**

### **Annex I to ED Decision 2025/001/R**

#### **‘AMC and GM to Part-ORO — Issue 2, Amendment 25’**

This document shows deleted, new or amended text as follows:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis ‘[...]’ indicates that the rest of the text is unchanged.

#### **Note to the reader**

In amended, and in particular in existing (that is, unchanged) text, ‘Agency’ is used interchangeably with ‘EASA’. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the ‘European Union Aviation Safety Agency (EASA)’.

## AMC2 ORO.GEN.200(a)(3) Management system

### RISKS ASSOCIATED WITH FLYING OVER OR NEAR CONFLICT ZONES — CAT OPERATIONS WITH AEROPLANES

- (a) When intending to operate over or near conflict zones, an operator of commercial air transport operations with aeroplanes should conduct a risk assessment to properly identify, evaluate and manage the associated risks, and take appropriate risk-mitigation measures. The risk assessment and mitigation measures put in place should ensure that a flight does not commence or continue as planned unless it has been verified by every reasonable means available that the airspace containing the intended route from the aerodrome of departure to the aerodrome of arrival, including the intended take-off, destination and en-route alternate aerodromes, can be safely used for the planned operation.

*Note:* The term ‘reasonable means’ is meant to denote the use, at the point of departure or while the aircraft is in flight, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources.

- (b) ICAO Doc 10084 ‘The Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones’ provides further guidance on the risk assessment to be conducted when flying over or near conflict zones.

## AMC1 ORO.AOC.110(c) Leasing agreement

### WET LEASE-IN AGREEMENT WITH A THIRD-COUNTRY OPERATOR

[...]

- (b) Part-ORO:

[...]

- (2) ORO.MLR, ~~excluding ORO.MLR.105~~ — Regarding point ORO.MLR.105, the operator may demonstrate to the competent authority only that the standards complied with require the establishment of a MEL based on a MMEL validated by the State of Registry, and including rectification intervals and operational and maintenance procedures;

[...]

## AMC3 ORO.MLR.100 Operations manual – general

### CONTENTS — CAT OPERATIONS

[...]

A GENERAL/BASIC

[...]

2 OPERATIONAL CONTROL AND SUPERVISION

[...]

2.3 Operational control. A description of the system, processes, procedures and responsibilities necessary to exercise operational control with respect to flight safety, including but not limited to:

- (a) responsibilities for the initiation, continuation, diversion and termination of flights;

- (b) risk management when intending to operate over or near conflict zones and other external threats; and
- (c) aircraft tracking and location of an aeroplane in distress, when applicable.

[...]

## 8 OPERATING PROCEDURES

[...]

### 8.3 Flight Procedures:

[...]

#### 8.3.2 Navigation Procedures. [...].

- (b) performance-based navigation (PBN) ~~required navigation—performance—(RNP)~~, minimum navigation performance specification (MNPS) and polar navigation and navigation in other designated areas

[...]

8.3.5 Procedures and instructions required for the avoidance of controlled flight into terrain (CFIT), including limitations on high rate of descent near the surface; policy for the use of ground proximity warning system (GPWS) / terrain warning system (TAWS), if equipped; related CFIT and GPWS/TAWS training elements should be covered in OM-D 2.1. ~~Ground—proximity—warning—system (GPWS)/terrain avoidance warning system (TAWS), for aeroplanes. Procedures and instructions required for the avoidance of controlled flight into terrain, including limitations on high rate of descent near the surface; (the related training requirements are covered in OM-D 2.1).~~

[...]

8.3.8 Adverse and potentially hazardous atmospheric conditions. Procedures for operating in, and/or avoiding, and reporting on, adverse and potentially hazardous atmospheric conditions, including the following:

[...]

#### 8.3.15 Cabin safety requirements. Procedures:

[...]

- (g) covering the evaluation, based on the presence of fever and certain other signs or symptoms, and handling of suspected infectious diseases, including the transmission of a general declaration to the relevant authorities, if required.

[...]

[...]

## 9 DANGEROUS GOODS AND WEAPONS

9.1 Information, instructions and general guidance on the transport of dangerous goods, in accordance with CAT.GEN.MPA.200 and Subpart G of Annex V (SPA.DG), as applicable, including:

[...]

- (b) guidance on the requirements for acceptance, labelling, handling, stowage and segregation of dangerous goods, including company material (COMAT), as applicable;
- (c) special notification requirements in the event of an accident or occurrence when dangerous goods are being carried involved;

[...]

9.3 Information to passengers regarding types of prohibited, restricted or undeclared dangerous goods.

10 SECURITY

Security instructions, guidance, procedures, training and responsibilities, taking into account Regulation (EC) No 300/2008, including an aircraft search procedure checklist as required in point 8.4 of Annex V (Essential requirements for air operations) to Regulation (EU) 2018/1139. Some parts of the security instructions and guidance may be kept confidential.

[...]

12 RULES OF THE AIR

[...]

(h) ATC clearances, including instructions on their clarification and acceptance, particularly where terrain clearance is involved, adherence to flight plan and position reports,

[...]

B AIRCRAFT OPERATING MATTERS — TYPE RELATED

[...]

2 NORMAL PROCEDURES

[...]

- (a) pre-flight,
- (b) pre-departure,
- (c) altimeter setting and checking,
- (d) departure briefing,
- (e) taxi, take-off and climb,
- (f) noise abatement,
- (g) cruise and descent,
- (h) approach, landing preparation and briefing,
- (i) VFR approach,
- (j) IFR approach,
- (k) visual approach and circling,
- (l) missed approach,
- (m) normal landing,
- (n) post-landing,
- (o) for aeroplanes, operations on wet and contaminated runways.

[...]

D TRAINING

[...]

- 2.4 for operations personnel concerned, including crew members:  
[...]  
(b) all relevant items prescribed in Annex III (Part-ORO) and Annex IV (Part-CAT) ~~and ORO.SEC~~; and  
[...]

## AMC4 ORO.MLR.100 Operations manual – general

### CONTENTS — NON-COMMERCIAL SPECIALISED OPERATIONS WITH COMPLEX MOTOR-POWERED AIRCRAFT AND COMMERCIAL SPECIALISED OPERATIONS

[...]

A GENERAL/BASIC

[...]

8 [...]

[...]

8.3.4 Procedures and instructions required for the avoidance of controlled flight into terrain (CFIT), including limitations on high rate of descent near the surface; policy for the use of ground proximity warning system (GPWS) / terrain warning system (TAWS), if equipped; related CFIT and GPWS/TWAS training elements should be covered in OM-D 2.1. ~~GPWS/TAWS for aeroplanes. Procedures and instructions required for the avoidance of controlled flight into terrain, including limitations on high rate of descent near the surface (the related training requirements are covered in OM-D 2.1);~~

## GM1 ORO.FC.005 Scope

The term 'qualification' used in the introductory sentence of point ORO.FC.005 should be understood as referring not only to the initial qualification of a flight crew member, but also to its maintenance and/or revalidation/renewal (requalification).

Whenever the Regulation calls on the operator to establish training for the qualification of flight crew members, this should be understood to include requalification.