

**‘Acceptable Means of Compliance and Guidance Material to Annex V (Part-SPA)  
to Regulation (EU) No 965/2012 — Issue 1, Amendment 10’**

The Annex to ED Decision 2012/019/R is amended as follows:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is marked with ~~strikethrough~~;
- (b) new or amended text is highlighted in **blue**;
- (c) an ellipsis (...) indicates that the remaining text is unchanged.

**Note to the reader**

*In the amendments, and in particular in existing (that is, unchanged) text, the term ‘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)’.*

## SUBPART K — HELICOPTER OFFSHORE OPERATIONS

### GM2 SPA.HOFO.145 Flight data monitoring (FDM) programme

#### ~~FDM~~ ADDITIONAL GUIDANCE AND INDUSTRY GOOD PRACTICE

- (a) Additional guidance material for the establishment of an FDM programme can be found in:
- ~~(a)~~ (1) International Civil Aviation Organization (ICAO) Doc 10000 — Manual on Flight Data Analysis Programmes (FDAP); and
  - ~~(b)~~ (2) United Kingdom Civil Aviation Authority (UK CAA) CAP 739 — Flight Data Monitoring.
- (b) Examples of industry good practice for the establishment of FDM can be found in:
- (1) HeliOffshore— Helicopter Flight Data Monitoring (HFDM) Recommended Practice for Oil and Gas Passenger Transport Operations, Version 1.0, September 2020 (HO-HFDM-RP-v1.0);
  - (2) European Operators Flight Data Monitoring forum (EOFDM) — Preparing a memorandum of understanding for an FDM programme;
  - (3) EOFDM — Best practice document: Key performance indicators for a Flight Data Monitoring programme; and
  - (4) EOFDM — ‘Breaking the silos’, Fully integrating Flight Data Monitoring into the Safety Management System.
- (c) ~~The following table~~ Table 1 provides examples of FDM events definitions that may be further developed using operator- and helicopter-specific limits. ~~This~~The table is considered illustrative and non-exhaustive. Appendix 5 to HO-HFDM-RP-v1.0 contains other examples of FDM event definitions. More important than the number of FDM event definitions that are programmed in the FDM software is that those definitions cover, as much as practicable, the operational risks that have been identified by the operator.

**Table 1 — Examples of FDM events definitions**

(...)