



Safety Directive

SD No.: 2025-02R1

Issued: 11 December 2025

Note: This Safety Directive (SD) is issued by EASA, acting in accordance with Art. 76(6)(b) of Regulation (EU) 2018/1139, reacting to an urgent safety problem.

Subject: Flight Procedure Design software used in the calculation of final approach minima for non-precision approaches

Effective Date: 16 December 2025

Revision: This SD revises EASA SD 2025-02 dated 20 November 2025.

Applicability:

National Competent Authorities (NCAs) responsible for certification and oversight of Flight Procedure Design (FPD) service providers in accordance with Regulation (EU) 2017/373 and/or Air Traffic Services (ATS) providers who contract the services of FPD service providers.

Definitions:

"FPDAM": Flight Procedure Design and Management (FPDAM) software, used for the Aeronautical Information Management (AIM) task of flight procedure design. This software is designed and provided by IDS AirNav.

OCA/H: Obstacle Clearance Altitude/Height.

SDF: Step Down Fix.

Affected service providers: Those FPD service providers who use the referenced software and those ATS providers who contract the services of an FPD service provider who uses the referenced software.

Reason:

The Dutch Competent Authority, ILT Aviation Authority, issued a safety directive in accordance with ATM/ANS.AR.A.030 of Annex II (Part-ATM/ANS.AR) to Regulation (EU) 2017/373 as an immediate reaction to a safety problem identified at an FPD service provider under their oversight. ILT also notified this action to EASA. The safety problem identified concerns the calculation of final approach minima (OCA/H) on non-precision approaches by FPDAM software version 10.10.2.152 that might not be compliant with the flight procedure design requirements laid down in point FPD.TR.100 of Annex XI (Part-FPD) to Regulation (EU) 2017/373. This has led to the publication of final approach minima that may be too low and therefore adequate obstacle clearance is not guaranteed.



EASA has assessed ILT's safety directive and acknowledges that the error created by the stated software issue creates an obstacle collision risk for aircraft operators, which needs to be addressed urgently.

Following an analysis of additional information received from various NCAs, EASA has determined that the safety problem described may also cause an error in calculating the OCA/H in relation to the SDF and may be present in earlier versions of FPDAM software. EASA has also determined that this FPDAM software may be used by other European service providers.

Consequently, EASA issued SD 2025-02, identifying safety objectives to be achieved and recommending corrective actions to be taken.

Since that SD was issued, EASA has been made aware that the referenced error may remain present in later versions of the FPDAM software. Considering this, EASA has decided to revise this Safety Directive, with an amendment to previous safety objectives and recommended corrective actions.

Safety Objective(s) to be achieved:

1. To ensure the correction of incorrectly published data.
2. To ensure that no further incorrect data is developed using FPDAM software versions which erroneously calculate the referenced OCA/H.

Recommended Corrective Action(s) to be taken:

1. NCAs should ensure that affected service providers will identify which approaches are affected, and will correct the publication of these approaches by issuing a NOTAM within 2 working days from the effective date of this SD.
2. NCAs should ensure that affected service providers will no longer use any FPDAM software version when utilising the function to ignore obstacles below a 15% plane to calculate and/or update the OCA/H on non-precision approaches, unless it has been verified that such software is not affected by the safety problem as identified in this safety directive.
3. NCAs should ensure that affected service providers will update the affected instrument approach charts.
4. NCAs should inform the respective authorities responsible for the oversight of military ATM/ANS providers which provide services to air traffic to which Regulation (EU) 2024/2803 applies (general air traffic), of the content of this Safety Directive. This is to ensure that those air traffic services are provided with an equivalent level of safety as required by Article 2(5) of Regulation (EU) 2018/1139.



Information on the actions taken:

NCAAs shall take measures to achieve the determined safety objective within 2 working days from the effective date of this Safety Directive and inform EASA of those measures. This can be accomplished by reporting to ADs@easa.europa.eu.

Where an NCA will take no further measures in addition to those already notified to EASA after the issuance of the original revision of this Safety Directive, that NCA is not required to inform EASA again.

Ref. Publications:

Regulation (EU) 2017/373, point FPD.TR.100.

Remarks:

Enquiries regarding this SD and the information on the actions taken to implement it should be referred to the EASA Safety Information Section,
E-mail: ADs@easa.europa.eu.

