

Subject: Flight Procedure Design Providers – Tool Qualification**Ref. Publications:**

- Commission Implementing Regulation (EU) [2017/373](#) of 08 March 2017.
- EASA Safety Directive (SD) [2025-02R1](#) dated 12 November 2025.

Applicability:

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

Description:

FPD providers may utilise tools to automate some of the design processes and automatically calculate some required values (e.g. Minimum Obstacle Clearance Altitude (MOCA)). In accordance with Commission Implementing Regulation (EU) 2017/373, Annex XI, FPD.OR.105(f), such tools should be appropriately identified, including configuration management and, where necessary, tool qualification.

It has been demonstrated that the calculation of these values, through automatic means, can lead to undetected errors.

These undetected errors may lead to publication of values in certain aeronautical information products (e.g. instrument approach charts) that are not complying with the applicable procedure design criteria.

Therefore, it is possible that incorrect values which are published on the affected charts, as altitudes, may be interpreted by flight crew and used for a portion of the specific approach. This may lead to a scenario where adequate obstacle clearance is not ensured.

A specific example of the above mentioned issue has been identified and documented as part of EASA SD 2025-02R1. It is acknowledged that the identified safety issue highlighted in EASA SD 2025-02R1 may have occurred as a result of an over-reliance on automation of FPD calculations (e.g. the calculation of the MOCA).

This SIB is not intended to replace that SD and does not identify an unsafe condition. Rather, it is published to prevent a reliance on this automation without the appropriate control procedure assurance, and to remind FPD providers, as well as those utilising their services, of their

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obligations regarding compliance with applicable FPD criteria, including the management of changes to the functional system, where the provisions of Commission Implementing Regulation (EU) 2017/373, Annex III ATM/ANS.OR.C.005(a)(2) may apply.

At this time, the safety concern described in this SIB is not considered to constitute an additional unsafe condition beyond those already addressed, nor to warrant further Safety Directive (SD) action under Commission Implementing Regulation (EU) [2017/373](#), Annex II, ATM/ANS.AR.A.025.

Recommendation(s):

EASA recommends that:

FPD providers should:

- Ensure that all tools used for automation of FPD processes have been validated against the applicable FPD criteria before use;
- Identify whether any tools used for automation of FPD processes have produced any errors;
- If erroneous calculations have been identified through bullet two above, identify the affected charts and agree on the appropriate action with the affected stakeholders and the approving authority;
- Ensure that the independent procedure design review includes identification of errors which may result from the use of tools for automation of flight design processes.

ATS providers should:

- When notified of any errors in published flight procedures, review operational manuals and procedures to ensure that they contain correctly calculated values.

NCA's should:

- Distribute this Safety Information Bulletin to all affected stakeholders, including military units providing services to civilian air traffic, to ensure an equivalent level of safety.
- Include the implementation of the above referenced recommendations in the continuous oversight cycle of affected service providers.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

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