



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and  
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)

In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

**Agenda Item 8: Implementation of CAR/SAM Air Navigation**

**REVIEW AND UPDATE OF INSTRUMENT APPROACH PROCEDURES (IAP)**

(Presented by Brazil)

<b>EXECUTIVE SUMMARY</b>	
<p>This Paper presents the implications of the EASA Safety Directive SD 2025-02, issued on 20 November 2025, which identifies a safety issue related to the calculation of final approach minima (OCA/H) and stepdown on non-precision approaches (NPA), caused by errors in certain versions of the FPDAM software used for procedure design. The Directive requires States to review published approach procedures to detect and correct potential inconsistencies in the minima.</p>	
<b>Action:</b>	<p>The group is invited to:</p> <ul style="list-style-type: none"> <li>a) verify whether their procedure design providers use affected versions of the FPDAM software;</li> <li>b) review all NPA procedures designed with such versions;</li> <li>c) issue NOTAMs when discrepancies in OCA/H values are identified;</li> <li>d) update IAC charts as required; and</li> <li>e) coordinate these actions within SAM/IG subgroups.</li> </ul>
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> <li>• Every flight is safe and secure</li> <li>• Aviation is environmentally sustainable</li> <li>• Aviation delivers seamless, accessible, and reliable mobility for all</li> <li>• No country left behind</li> <li>• The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges</li> <li>• The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All</li> </ul>

**1. Introduction**

1.1 The EASA Safety Directive SD 2025-02 was issued following the identification of a safety issue reported by the Netherlands competent authority (ILT). The problem concerns incorrect calculation

of final approach minima (OCA/H) for non-precision approaches (NPA), resulting from the use of FPDAM software version 10.10.2.152 and possibly earlier versions.

1.2 ICAO emphasizes the importance of ensuring the correct application of PANS-OPS criteria in the design of instrument flight procedures, consistent with performance-based navigation requirements.

1.3 Additionally, it is highlighted that the information and conclusions presented in this Study Note were ratified by members of the Instrument Flight Procedures Panel (IFPP) and confirmed by IDS AirNav, the developer of the FPDAM software, thereby providing additional technical consistency and supporting the analyses presented here.

## **2. Analysis**

2.1 Several States in the SAM Region rely on procedure design services that use the FPDAM software. Therefore, there is a possibility that some non-precision approach procedures were designed or updated using affected software versions.

2.2 It is necessary to identify and review all published procedures dependent on FPDAM-based calculations, ensuring that the OCA/H values meet ICAO design criteria.

## **3. Required Actions**

3.1 States should coordinate with their AIM and PANS-OPS providers to verify the list of potentially affected procedures.

3.2 NOTAMs must be issued whenever incorrect OCA/H values are identified.

3.3 Instrument approach charts should be updated to comply with applicable criteria.

## **4. Conclusion**

4.1 Reviewing the affected procedures is essential to ensure operational safety and compliance with ICAO requirements. The SAM/IG group should continue monitoring the issue until its full resolution.