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# 5LNC workshop conclusions

**ICAO EUR/NAT**

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## WORKSHOP Conclusions

- States, especially from outside of the EUR NAT Region, should be reminded to comply with the State Letter 2017/101 actions to resolve the over 3800 duplicates and to include all the codes published in AIP ENR 4.4 into ICARD
- The ICARD system has around 290.000 5LNCs in the global database, 126.000 5LNCs are currently available and it is possible to generate (with the current 4 algorithms) up to 400.000 5LNCs in ICARD. For the EUR Region 54.000 5LNCs are in the database, and 27.500 5LNCs are assigned
- States may consider to file differences against Annex 11 for specific use/applications of 5LNCs and 5ANNCs. However the EFOD system does not allow States to make use of filed differences against an Appendix of an ICAO Annex (Annex 11, para 2.15 and subsequent Appendix 2)
- The distinction between 5LNCs which are used in ENR and APP/TMA is made by NMOC systems and the datahouses. However, CFSPs and aircraft FMS do not necessarily have the capability to differentiate between those 2 categories.



## WORKSHOP Conclusions

- It was clarified that the Annex 11 provisions in 2.15 (Significant points shall be established for the purpose of defining an ATS route or instrument approach procedure and/or in relation to the requirements of air traffic services for information regarding the progress of aircraft in flight) should not be interpreted in a way that would allow the use of 5ANNCs (in Approach and Terminal Areas) for Air Traffic Control Services.

## WORKSHOP conclusions/actions for implementation 2023

- Without any changes to the current ICAO provisions in Annex 11, Annex 10, PANS-OPS, PANS-AIM the following improvements are proposed:
  - I. Encourage States to further rationalise the use of 5LNCs and release unused 5LNCs in ICARD when they are removed from the AIP.
  - II. Removal of the regional reserve lists in ICARD, so that all ICARD Users can access all globally available 5LNCs in ICARD. This will significantly enhance the number of usable (in terms of pronounceability and proximity checked) 5LNCs in all Regions. Even with the 50000 additional codes added in 2018, the current 5LNC searches return only 10/20% of usable codes.
  - III. Insertion of 5LNCs triple letter blocks requested by a State for ATM purposes through the ICAO Regional Office (ATM system codes which may be used for flight planning and/or Air Traffic Services) into ICARD that will be allocated to that State for specific implementation projects

## WORKSHOP conclusions/actions for implementation 2023

- IV. Introduce new/updated pronounceability algorithms, e.g. CCVCV, CVVCV, CCVCC, CVCCC for 5LNCs and generate the codes, compare them with current 5LNCs in ICARD. This should be followed by a pronounceability verification before they are inserted into ICARD. States offered support on this task.
- V. Update of the ICARD 5LNC User Guidelines.
- VI. Development of a filtering option for each State to select 5LNCs which should be excluded from their future searches (simple tick box).
- VII. Combine the use of random proximity search and selection of codes with specific letter patterns (example: list of codes starting with letter A which are available free of soundlikes).

## WORKSHOP proposals

In support of the IFPP Job Card 022.01 the following areas are proposed for inclusion:

- i. Change to ICAO provisions to allow use of 5LNCs and 5ANNCs for Air Traffic Control Service.
- ii. Amend the provisions for the mandatory use of ICARD for coordination purposes.
- iii. Definition of pronounceability.
- iv. Enhancement of the ICARD System functionality to include
  - ICARD improvements from the AN Conf/13 working paper
  - Inclusion of discard bins and periodically cleaning the non usable codes file
  - Development of filters for more detailed searches (exclusion of codes and letter combinations, codes by pre-defined letters **XABXX**, insertion of own 5LNCs, insertion of BIBA1.....)