

## Q&A for the webinar

1. Can 5LNC & 5ANNC codes be used interchangeably?

Ans: No, they cannot.

2. I'm not understanding why this 5ANNC is necessary?

Ans: The 5LNNC is a waypoint used in support of RNAV SIDs, STARs and instrument approach procedures. In accordance with Annex 11 definition this is a specified geographical location used in defining the flight path of an aircraft when performing terminal PBN operations.

3. We have trouble on selecting 5LNCs as it is taking much time due to like sounding during proximity check even for 5LNCs used for terminal purpose. What is the minimum distance for proximity check?

Ans: Guideline used: Terminal 5LNC – 250NM; En-route 5LNC – 500NM; Others/FIR boundary 5LNC - 500NM.

4. If you change 5LNC to 5ANNC this will have a massive impact on airlines and would require a tremendous amount of work to update company routes. How would it be implemented

Ans: States must meet requirements in ICAO Annex 15 & PANS-AIM for publication of aeronautical information.

5. For Instrument Approach procedure and SID & STAR we can use 5ANNC, for enroute we should use 5LNC. Am I correct?

Ans: NOT correct, 5LNCs can be also used in support of RNAV SIDs, STARs and instrument approach procedures in accordance with provisions of Doc 8168 PANS-OPS, Volume II, 1.6 WAYPOINT NAMING, 1.6.1, b)

6. Is it possible for the state to create their own 5LNC and send ICAO for approval

Ans: Normally NO. ICAO would consider such 5LNCs on a case to case basis where evidence showed that the 5LNC has been published before July 2017.

7. In case of a temporary shutdown of a navaid, do we need to choose an alternative 5LNC at that position in order to operate related RNAV flight procedures? Or can we still use the same navaid code?

Ans: Annex 11 Appendix 2 refers. *“3.1 Where a significant point is required at a position not marked by the site of a radio navigation aid, and is used for ATC purposes, it shall be designated by a*

*unique five-letter pronounceable “name-code”. This name-code designator then serves as the name as well as the coded designator of the significant point.” In this case, the 5LNC can remain.*

8. Is there a target deadline for resolution of duplicated 5LNCs? With the multitude of duplicated codes, it is prudent to consider the safety risk associated with change management.

Ans: Currently no deadline. States should abide by their own change management process for the implementation/amendment of 5LNC for various purposes such as terminal, en-route, FIR boundary.

9. For non-ICARD 5LNCs that are published in the AIP, are they included in the ICARD database?

Ans: Non-ICARD 5LNCs will not be displayed in ICARD.

10. Why is it not allowed when the duplicated 5LNCs are in two non-adjacent regions that are over 1000NM apart? The waypoints available for selection are mostly difficult to pronounce.

Ans: Previous incidents have highlighted the importance of unique 5LNC. And resulted in the State letter Ref: AN 11/45.5-17/101 published in August 2017. The letter came after that - primary source is Annex 11 compliance, where since decades 5LNCs shall be UNIQUE.

11. ICAO has not provided list of the non-compliant States... And at the same time list of the hazards generated by the duplicate way points Fazal Pakistan CAA.

12. How do I find the list of duplicate where my State versus other States are involved?

Ans 11 & 12: Two areas to check for Duplicates

- i. In ICARD - downloads page titled “List of duplicates per country”
- ii. In APAC: there was a working paper presented during AAITF/15 in 2020, WP06, attachment B where an analysis was performed showing the list of duplicates. The WP06 shows more duplicates than ICARD.

13. Airlines also use alphanumeric ATC call signs as mitigation to callsign confusion issues due to callsign similarities. How does ICAO ensure that the 5ANNC does not cause further conflict?

Ans: Global uniqueness cannot be assured for waypoints containing 5ANNC. Doc 8168 Vol II 1.6 refers.

14. Whilst looking for random codes in Database. It shows three columns of random codes (proximity checked). Is it possible that we get these codes starting with specific letter?

Ans: Due to limitation of ICARD, currently it is not possible.

15. Could there be a way for 2 states to agree on the use of duplicate 5Lnc separately?

16. Could there be a way for the two States involved to work on an agreement separately on the retention of a particular 5LNC?

Ans for 15 & 16: YES, done in Europe several times, if there is an agreement between the relevant States. Example - State reserved second a 5LNC can retain it, if other State, reserved first, agrees to remove it.

Generally, ICAO ICARD manager first applies the duplication resolution rules, in cases where States would like to coordinate/discuss bilaterally to resolve such duplication with neighbouring states, that is also encouraged and to inform ICAO 5LNC manager after bilateral agreement.

17. We requested BIKLO to register, it was rejected as it's published in another AIP's State but not registered in ICARD. If BIKLO isn't registered by that State priority should go for requesting State.

Ans: Where a 5LNC is used by two or more Duplicate States and not already registered in ICARD, ICAO applies resolution rules #3 to determine priority. There is no other criteria for order of request.

18. Do the coordinates in ICARD need to match with the coordinates published in the AIP?

Ans: Yes, ICAO regional managers uses the AIP as a basis to check if coordinates are changed by more than 1NM.

19. How ICAO ensure that States comply with requirements of A11 and ensure that ATS routes and significant points are established and designated in accordance with those requirements?

Ans: During ICAO USOAP audit, there is a Protocol Question (PQ) Ed. 2020:

7.110 to which ICAO to check if State ensures that ATS routes and significant points are established and designated in accordance with the requirements of Annex 11 and if a process is established and implemented for coordination with ICAO Regional Offices (including the elimination of five-letter name-code (5LNC) duplicates).

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