



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 6: AOP, MET, AIM, SAR

ICARD STATUS IN PAKISTAN

(Presented by Pakistan)

SUMMARY

This paper presents the status of the ICAO International Codes and Route Designators (ICARD) application in Pakistan and discusses procedures related to the retaining of 5-letter-name-code (5LNC) by request for re-use after six months as permissible under provisions contained in Annex-11 Appendix-2.

1. INTRODUCTION

1.1 Significant points are specified geographical locations used in defining an ATS route or the flight path of an aircraft. States are required to ensure that significant points shall be established and identified in accordance with the principles set forth in Annex 11 Appendix 2. The unique five-letter pronounceable name-code designator assigned to a significant point shall not be assigned to any other significant point. ICARD is the sole repository of 5LNCs ensuring global uniqueness, and is the only means by which the requirements of Annex 11 Appendix 2 may be met.

2. DISCUSSION

Pakistan Status for ICARD application

2.1 ICAO vide State Letter No. AN 11/45.5-17/101 dated 11th August 2017 highlighted the non-compliance of Annex 11 provisions in use of 5LNCs causing potential safety related issues including duplication, sound proximity in nearby areas and difference between ICARD allocation and national AIPs. It was informed that updated ICARD platform is capable to meet the needs of States to support efficient and safe implementation of unique 5LNCs. States were urged to take required corrective actions through their ICARD focal points.

2.2 Pakistan made an initial analysis in the light of the ICAO observations and worked out a phased plan for the removal of all inconsistencies which includes 24 duplicated 5LNCs in AIP Pakistan, inconsistency between AIP Pakistan and ICARD data for more than 40 significant points and use of some non-ICARD designators on domestic ATS routes.

2.3 It was also observed that some boundary points with adjacent states have inconsistency in published coordinates between national AIPs as well as ICARD allocation. The necessary liaison was therefore affected to agree on one coordinate for a single significant point with the relevant state. The resolution of duplicated boundary waypoints was also coordinated in the process. The revised designator with consistent data between both AIPs was accordingly published in October and December 2017 after necessary coordination with Afghanistan and India.

2.4 In parallel to these efforts, necessary liaison was made with ICAO APAC Regional Office for updating ICARD platform to align with the data published in AIP Pakistan. The support extended by ICAO Regional Office in this context is highly appreciated which has resulted in consistency between data of all significant point published in AIP Pakistan with the ICARD allocation.

2.5 In the last phase, efforts were made for inclusion of non-ICARD 5LNCs used in AIP in ICARD database through ICAO Regional Office. As a result, more than 30 5LNCs were added to ICARD database while the remaining non-ICARD 5LNCs were replaced with new ICARD allocation. The final publication to address the issue was promulgated and has become effective on 21st June 2018.

2.6 The current status of 5LNCs indicates duplication of only one 5LNC i.e. RABAN jointly used by Pakistan & India and in SAM Region; however; Pakistan/India have the priority for use because of early creation date. The rest 5LNCs used in AIP Pakistan effective 21st June 2018 are fully consistent with ICARD allocation meeting all Annex 11 requirements.

Allocation of 5LNCs for re-use after 6 months

2.7 The allocation of unique five-letter pronounceable name-code designator is achieved through ICARD platform by States. Based on number of factors, some specific 5LNCs are considered preferred for use by some states. States therefore like to re-use even if they are released from the last allocation. Annex 11 provisions in this regard states that “In cases when a State wishes to keep the allocation of specific name-codes for reuse at a different location, such name-codes shall not be used until after a period of at least six months.”

2.8 The current provisions in ICARD platform has no such provisions for States to keep the allocation for re-use after six months. States are required to release the 5LNCs which are no longer used. These 5LNCs remain suspended for a period of 6 months and subsequently available for re-use within the same region therefore accessible to all states of the region. Some amendment in ICARD platform might be able to allow states to keep the allocation for re-use in accordance with applicable ICAO Annex-11 provisions. However, the matter will require an analysis by the relevant ICARD officials to explore this possibility.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the possibility and requirement for keeping allocation of 5LNC for re-use within same state; and
- c) any relevant matters as appropriate.

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