



Agenda Item 2: SAM airspace optimization

- a) PBN en route
- b) PBN in terminal areas
- c) PBN procedures

Planning process of the new structure of PBN circulation in Brazil

(Presented by Brazil)

SUMMARY	
<p>This working paper provides a proposal to change the name of waypoints used in RNAV SID and STAR procedures, common to more than one terminal control area or used in procedures common to more than one aerodrome which are not used in en-route flights.</p>	
REFERENCES:	
<ul style="list-style-type: none"> • Doc 8168, Volume II, 1.6 - Waypoint naming. • Guidelines to the ICARD Five-Letter Name-Codes (5LNC) database - 2012. • Annex 11 - Air Traffic Services - Appendix 2 	
<i>ICAO strategic objectives:</i>	<ul style="list-style-type: none"> <i>A - Safety</i> <i>B - Air navigation capacity and efficiency</i>

1 Background

1.1 During the process of planning the new structure of PBN circulation in Brazil, there were identified some waypoints used in RNAV SID or STAR, common to more than one aerodrome, which would be named according to the ICARD method, as established in the reference documentation.

1.2 In this way, the Brazilian Administration had some difficulties to name new waypoints, as well as to change existing names due to the large quantity of changes, taking into consideration that the identification must be unique and the impossibility of using waypoints which are close and have similar phonetics.

2 Discussion

2.1 Waypoints used to support instrument approach procedures, RNAV SIDs and STARs, shall be designated by their unique, pronounceable, five-letter "Name-Codes", or by their five-alphanumeric "Name-Codes".

2.2 In the case described in **Figure 1**, a unique, pronounceable, five-letter name, as published in Annex 11, shall be applied, i.e. for waypoints common to more than one airport which are not used for en-route flights.



Figure 1

2.3 In view of the aforesaid, the Brazilian Administration performed studies to reduce the use of ICARD identification (5LNC), with the purpose of reducing the impact resulting from the large quantity of alterations.

3. **Suggested action**

3.1 The Meeting is invited to take note of the information provided on this working paper and to make comments on the proposal to change the name of waypoints used in procedures common to more than one aerodrome which are not used in en-route flights.

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