ICAO CAPACITY & EFFICIENCY

Presentation Outline

- **ATS Routes**

- **Route Designators**

- **5LNCs**

- **Other areas of interest**

What is Regional ATS Routes?

ATS route

A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

The term "ATS route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.
An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points waypoints, distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.
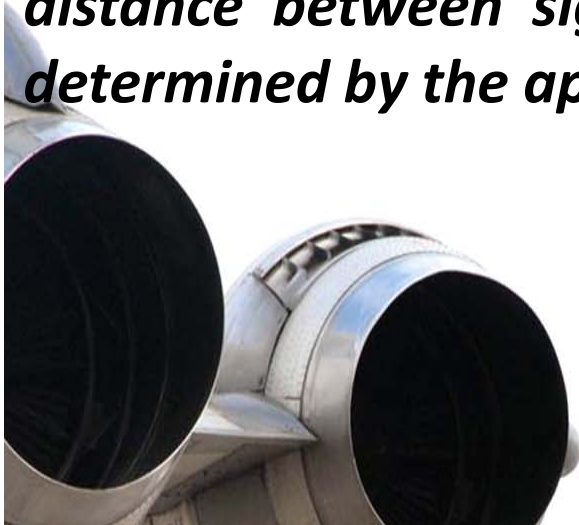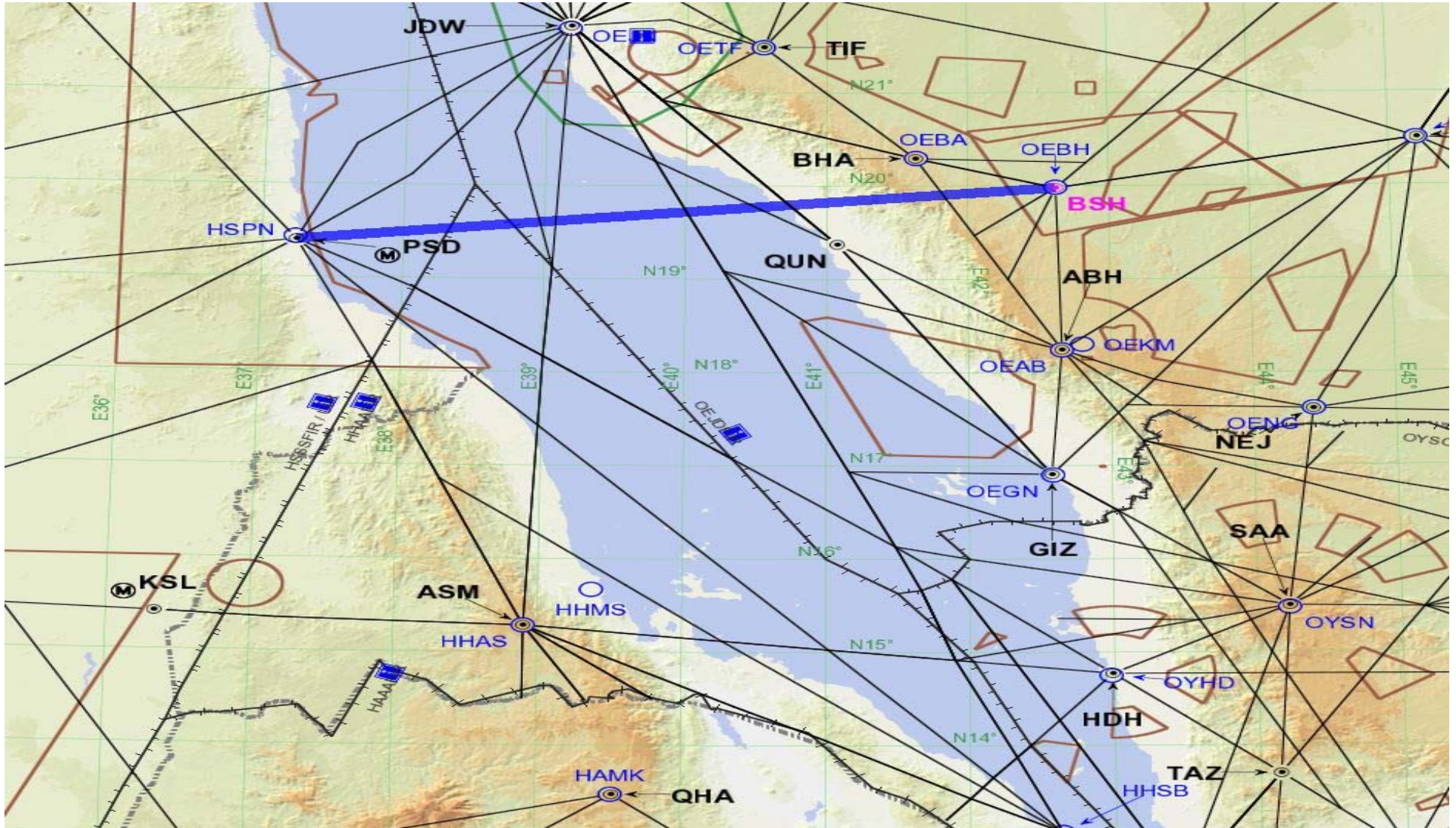
ATS route

Several ATS routes has been identified/proposed to enhance the ATS routes between AFI and MID Regions mainly on the following interfaces:

- **Khartoum - Entebbe**
- **Khartoum - Addis Ababa**
- **Khartoum - Asmara**
- **Jeddah - Asmara**
- **Sana'a - Djibouti**
- **Sana'a - Mogadishu**
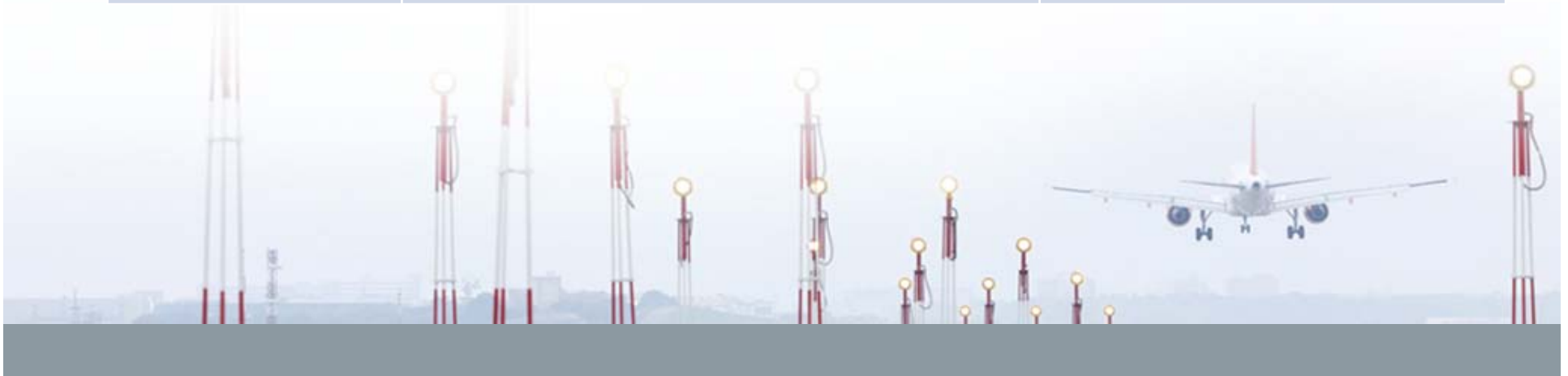- **Tripoli - N'djamena**

PSD-BSH

PARIM-DTI and PARIM-LAKBE

ATS Route Designators

| A, B, G, R	Regional	Non RNAV
L, M, N, P	Regional	RNAV
H, J, V, W	Non regional	Non RNAV
Q, T, Y, Z	Non regional	RNAV

ATS Route Designators (cont'd)

▶ **Each ICAO Region has been allocated with series of Designators.**

▶ **Shortage of available designators might be a challenge with the high demand on the establishment of new ATS Routes, mainly PBN routes.**

▶ **An initial solution could be the agreement on the extension use of the same designators across the ICAO Regions .**

▶ **Assignment of routes designators is managed by the ICAO RO where the data base is maintained up-to-date.**

▶ **States should coordinate with the RO for the assignment of Route designators.**
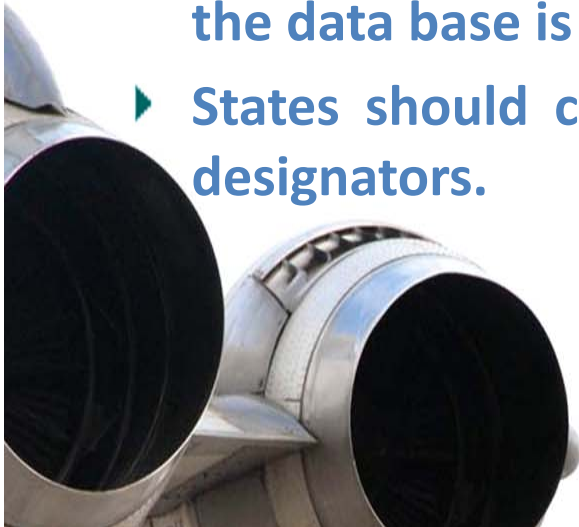
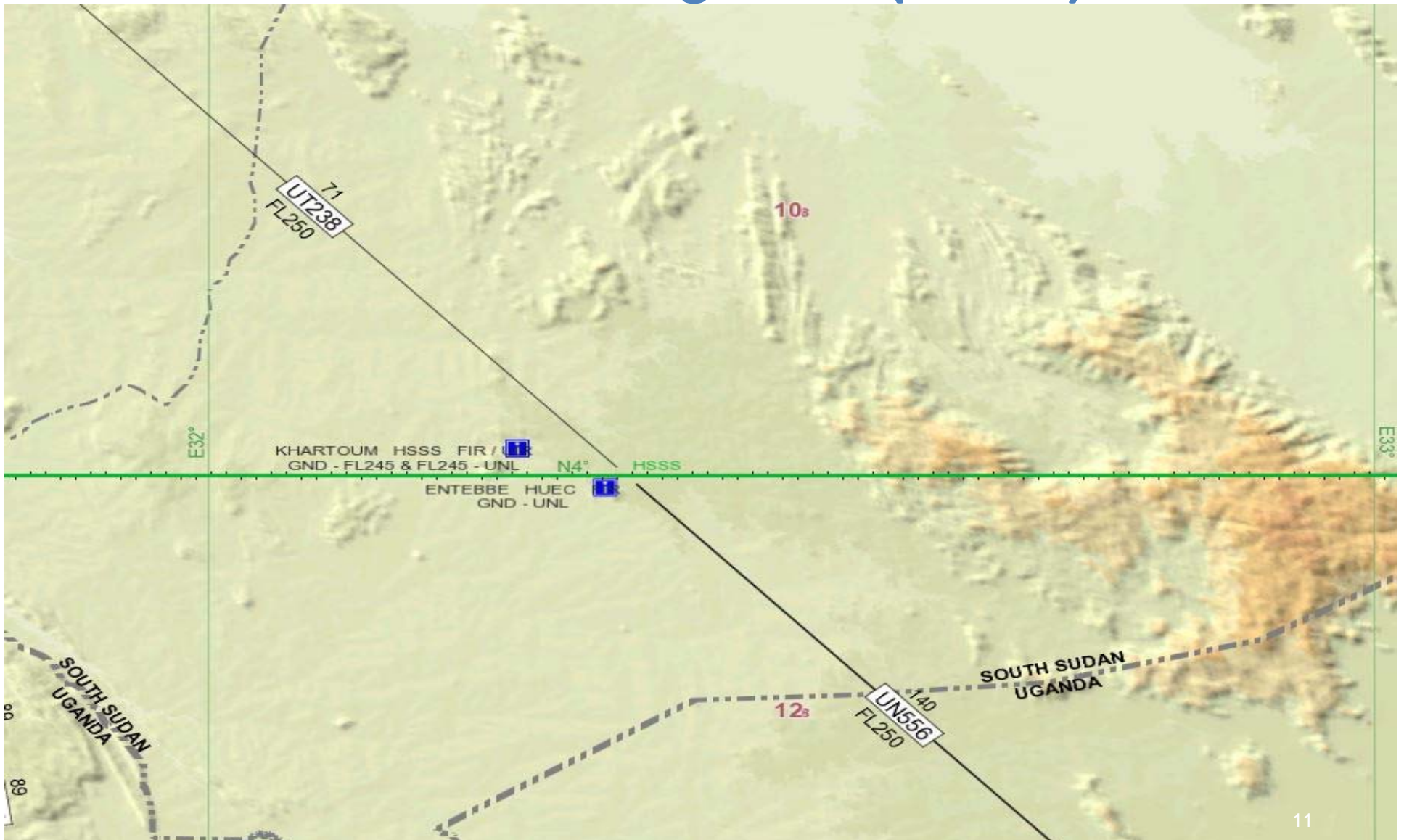# ATS Route Designators (cont'd)
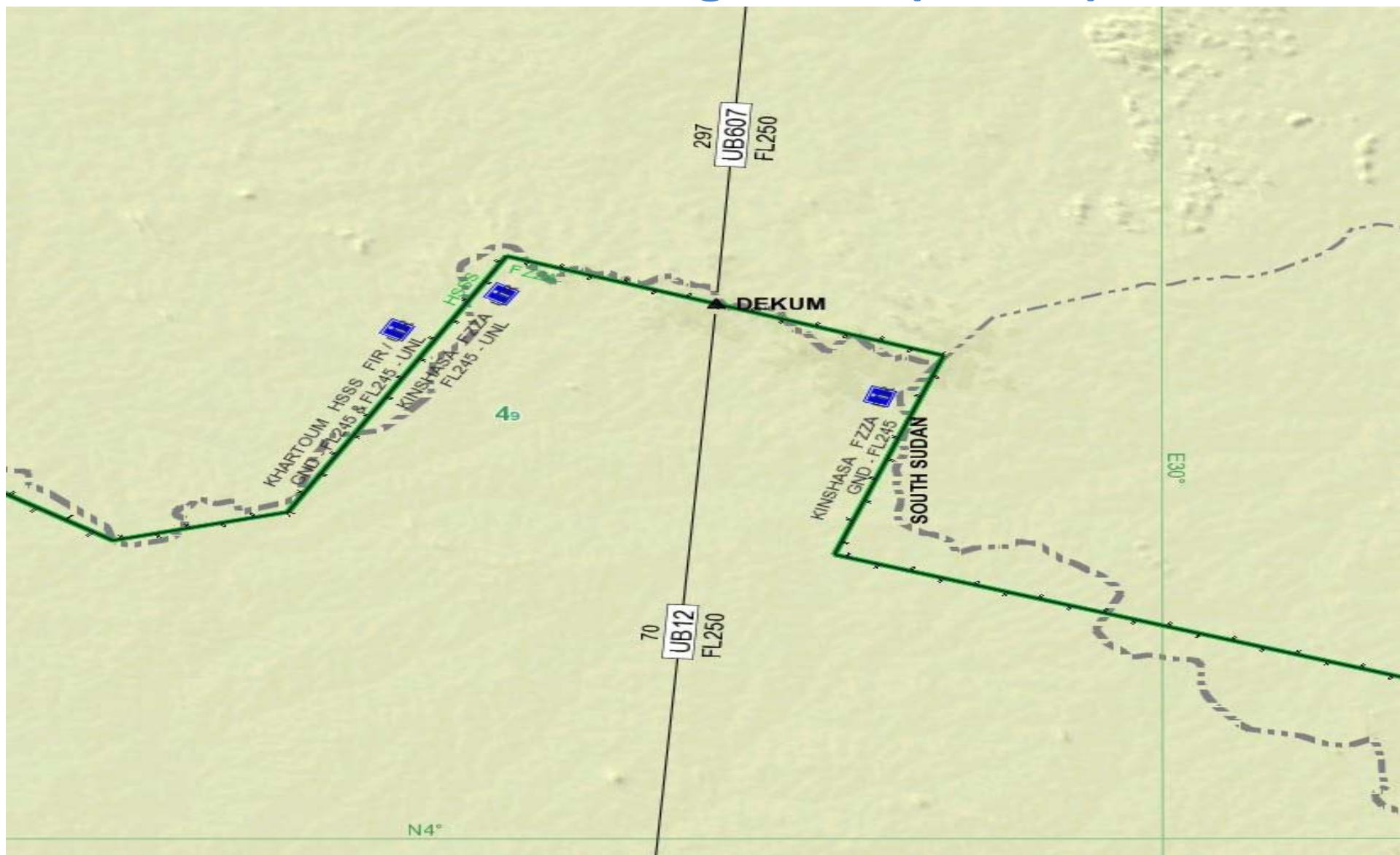
ATS Route Designators (cont'd)

FIVE Letter Names Codes (5LNCs)

- **Unique**

- **Pronounceable**

- **In case of relocation of a significant point, a new name-code designator shall be chosen**

- **5LNCs were distributed on the ICAO Regions**

- **5 LNCs are managed by the ICAO Regional Offices, through the ICAO International Codes and Routes Designators (ICARD)**

ICARD (cont'd)

New Platform with enhanced features will be available soon

ICARD (cont'd)

ICAO State Ref.: AN 11/45.5-15/32 dated 7 May 2015

Submit updated information on 5LNCs and nomination of ICARD authorized user to accredited Regional Office

The following issues related to 5LNCs have been identified causing potential safety-related issues:

➤ **significant number of duplicated codes;**

➤ **like-sounding codes in close proximity or on the same flight plan route;**

➤ **shortage of available codes which are pronounceable and meet the sound-like proximity check requirements; and**

➤ **differences between 5LNC data registered in ICARD and published in national Aeronautical Information Publications (AIPs).**

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Ref.: AN 11/45.5-15/32   7 May 2015

Subject: ICAO five-letter name codes and route designators (ICARD) data base system

Action required: Submit updated information on 5LNCs and nomination of ICARD authorized user to accredited Regional Office

Sir/Madam,

1.   I have the honour to refer to ICAO Annex 11 — *Air Traffic Services*, Appendix 2 — *Principles Governing the Establishment and Identification of Significant Points* related in particular to the designators for significant points not marked by the site of a radio navigation aid, and the ICAO five-letter name codes (5LNCs) and route designators (ICARD) database.

2.   The ICARD database was established in 2010 and made accessible on the ICAO Secure Portal in order to support efficient and safe implementation by States of unique 5LNCs. Since the establishment of ICARD, States have updated the information in ICARD and used it in their route planning activities. However, in a recent review of the effectiveness of ICARD, the following issues related to 5LNCs have been identified causing potential safety-related issues:

    a) significant number of duplicated codes;
    b) like-sounding codes in close proximity or on the same flight plan route;
    c) shortage of available codes which are pronounceable and meet the sound-like proximity check requirements; and
    d) differences between 5LNC data registered in ICARD and published in national Aeronautical Information Publications (AIPs).

3.   In light of the increasing need for 5LNCs to support implementation of performance-based navigation (PBN), ICAO is committed to maintaining an ICARD database system that meets the needs of States now and in the future. To accomplish this, ICAO is currently working on an update of the ICARD database system which should be completed by the end of 2015. Based on the information above and to prepare for the integration of the current ICARD database into the new ICARD platform, I invite you to carry out the actions described in the attachment. Please contact the accredited ICAO Regional Office of your State should you require further support and guidance.

Accept, Sir/Madam, the assurances of my highest consideration.

Raymond Benjamin
Secretary General

Enclosure:
    Integration of current ICARD database into new platform

ICARD (cont'd)

✓ **to conduct a comparison of your State's list of 5LNCs recorded in ICARD and 5LNCs published in your national Aeronautical Information Publication (AIP) in order to identify any discrepancies;**

✓ **to inform the ICAO Regional Office accredited to your State of any 5LNCs that are used but not recorded in ICARD, as well as any 5LNCs that are allocated to your State but no longer used and which should be released from ICARD. Your State's contribution to this exercise will significantly reduce the creation of duplicated 5LNCs as well as enable ICAO to identify and resolve existing duplicated or like-sounding 5LNCs that have a potential safety impact; and**

✓ **to provide the ICAO Regional Office accredited to your State with an update of the name(s) of your nominated ICARD authorized user, if your State has not already done so, in order to maintain an accurate and current list of authorized ICARD users. Upon receipt of the names, the Regional Office concerned will validate the State ICARD authorized user and, if necessary, provide instructions on how to register for access to ICARD through the ICAO Secure Portal and subscribe to the ICARD database to be added as a State authorized ICARD 5LNC Planner.**

Other areas requiring inter-regional harmonization

- Contingency Planning

- Search and Rescue

- Secondary Surveillance Radar (SSRs) Codes

- etc.