



**Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/21)**

Santo Domingo, Dominican Republic, 15 to 17 November 2023

**Agenda Item 3: Global and Regional Developments
 3.3 CAR/SAM Air Navigation Services (ANS) Implementation Level**

**ACTIONS CARRIED OUT BY CAR/SAM STATES TO RESOLVE
 GAPS IN THE ICARD DATABASE**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This Paper provide information regarding the work carried out to resolve gaps in the International Codes and Routes Designators (ICARD) database following the Five-Letter Name Code (5LNC) unique identification requirements.</p>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none"> • Annex 11 – Air Traffic Services • Thirteenth Air Navigation Conference (AN Conf/13) • State Letter Ref. AN 11/45.5-17/101 dated 11 August 2017, ICAO International Codes and Route Designators (ICARD) database system • Report of the GREPECAS/19 and GREPECAS/20 Meetings

1. Introduction

1.1 The ICAO International Codes and Route Designators (ICARD) database system has been restructured in 2016, to meet the requirements of Annex 11 – Air Traffic Services regarding the establishment and identification of ATS routes and significant points. However, long-standing problems persisted in maintaining this system.

1.2 The Thirteenth Air Navigation Conference had made a Recommendation regarding the five-letter name codes (5LNC), through Recommendation 3.5/1 subsection a, in which it requested that measures be carried out to achieve communication of the total population of the 5LNC used by the States and enter them into the ICARD.

1.3 The GREPECAS/19 and GREPECAS/20 Meetings had urged the Secretariat and the States to observe the Recommendation of the Thirteenth Air Navigation Conference, related to ICARD.

2. Analysis

2.1 The Secretariat has worked with the States to resolve the gaps observed between the lists of 5LNC codes published in the Aeronautical Information Publications (AIP) and the list that is assigned in the ICARD to each of the States.

2.2 The SAM Region carried out reviews, through teleconferences and in-person meetings, to review the main gaps found and has worked on its resolutions.

2.3 Thanks to this coordinated work, the following results have been obtained:

- a) Bolivia has eliminated the duplicate codes that were in its AIP;
- b) Venezuela reviewed more than four hundred codes, and has proceeded to eliminate a high percentage, amend others and eliminate duplicate codes that remained in its AIP over which it does not have priority in accordance with the Rules of Duplicate and Triplicate Codes, etc.;
- c) Venezuela has also resolved cases of literal differences between the 5LNC codes published in the AIP and those entered into the ICARD;
- d) Brazil has updated its 5LNC code database and has proceeded to eliminate more than 300 5LNC codes that are no longer in use in the State;
- e) All other States are carrying out actions that seek to reduce the differences between the 5LNC codes, published in their AIP and those designated to their States in the ICARD;
- f) The Secretariat has also coordinated with other Regional Offices to prioritize duplicate codes and attempt to resolve duplications.

2.4 The CAR Region carried out preliminary work to address the resolution of duplicate 5LNC codes. Permanent attention is maintained to the review of the codes requested by the States in ICARD before they are published.

2.5 Despite not having significant discrepancies identified, some States still do not carry out audits of their publications. Likewise, it remains pending for all States to designate their contact points to access the ICARD.

3. Conclusions

3.1 States must pay attention to the importance of publishing ATS routes and significant points with five-letter names, following the guidelines of Annex 11.

3.2 Regional Offices should continue to work with States to avoid publishing ATS routes and 5LNC codes that are not first registered in the ICARD system.

3.3 States that have not done so must carry out audits on their publications of ATS routes and 5LNC codes to ensure that they are duly selected in ICARD.