

Flimsy 1: Annex 11 Issues Related to Designation of Waypoint Codes

1.1 During the ICARD Seminar there was considerable discussion regarding duplicated 5LNCs and procedures for amendment of waypoints. It had been clarified that Annex 11 required that each code had to be unique. Notwithstanding this, the United States advised that there were many duplicated codes within their system and worldwide, so a logic check were written into their software to ensure there were no safety issues and to bring the pilot into the decision-making process. The Seminar noted that there was worldwide pressure on the number of waypoint codes available, especially with the implementation of new Performance-Based Navigation (PBN) procedures.

1.2 In response to a question about Flight Management Systems (FMS) functionality, Jeppesen advised that some FMS had logic which enabled identification of duplicated codes, but this was not universal. Moreover, Jeppesen noted that accidents had occurred in the past because of duplicated waypoint confusion.

1.3 In addition, Seminar delegates noted that the strict requirement to change a code even if, for example, the amendment was only a very minor nature en-route was not how many States interpreted this requirement. Jeppesen confirmed that the key issue for organizations that processed aeronautical data was not the change in waypoint coordinates, but that any change should occur on an AIRAC cycle date.

1.4 The meeting is invited to further discuss these issues and consider the following Draft Conclusion for the ATM/AUIS/SAR Sub-Group's endorsement and APANPIRG's approval:

AAITF Draft Conclusion 7/1: Duplication and Amendment of Five Letter Name Codes

Recognising that with the increasing use of Five Letter Name Codes (5LNC), it was not practical to avoid any duplication of 5LNC worldwide, and that States often used discretion in managing both duplications and minor changes of waypoint position that may not strictly be in accordance with the provisions of Annex 11, Appendix 1, ICAO is requested to consider:

- a) reviewing and updating Annex 11 to ensure its provisions related to 5LNC are appropriate; and
- b) development of standards for Flight Management Systems (FMS) that ensure logic checks of inputted waypoints that are duplicated are highlighted to pilots.