



International Civil Aviation Organization

Workshop on the use of the ICARD System and Associated Issues
(Cairo, Egypt, 27-29 June 2011)

SUMMARY

1. INTRODUCTION

1.1 The Workshop on the use of the ICARD System and associated issues, approved by ICAO HQ as a Special Implementation Project (SIP) for the MID Region, was successfully held in Cairo from 27 to 29 June 2011. Nineteen (19) participants from seven (7) States (Bahrain, Egypt, Kuwait, Oman, Saudi Arabia, UAE and Yemen) have attended the Workshop. The list of participants is at **Attachment A**. The Workshop was moderated by Mr. Mohamed Smaoui, RO/ANS/AIM, ICAO MID Regional Office, supported by Mr. Jérôme Guévin, Aeronautical Information Manager, ANB, ICAO HQ and Mrs. Nikki Goldschmid, ATM Technical Assistant from the ICAO EUR/NAT Regional Office.

1.2 The main objective of the Workshop was to train nominees from States on the use of ICARD and improve the process of assignment and management of Five-Letter Name Codes (5LNCs) in the MID Region. The identification of duplicate and non-ICAO codes in order to initiate necessary actions, in coordination with concerned parties, was also an important subject addressed by the Workshop.

2. OUTCOME OF THE WORKSHOP

2.1 The Workshop included a series of audiovisual presentations and practical hands-on exercises through on-line access to the ICARD System, covering, mainly, the following:

- ICAO provisions related to 5LNCs (Annex 11), including the use of alphanumeric name codes (Doc 8168);
- ICAO Portal;
- registration procedure;
- different Modules of ICARD;
- use of ICARD in the MID Region;
- update of the ICARD database;
- identification of duplicate and non-ICAO 5LNCs; and
- ICARD Future developments.

2.2 Specific actions have been taken by the participating States as follows:

Bahrain:

- registration procedure of the ICARD Route Planner completed;
- the ICARD database has been updated. In particular, the following non-used 5LNCs were released: ALVON (also for KSA), BONIS, BOPIX, KIRIR, KIRUM and SELEG; and

- the following 5LNCs have been confirmed as Duplicates: AKRAM, ELOSA, KISAB, LOTOS, MUSKO, MUTAR and SALWA;
- KITAP has also been identified as a duplicate. It was also found that this code was registered to UAE instead of Bahrain.

Egypt:

- the current ICARD Route Planner provided a presentation to share the experience of Egypt in the use of ICARD and associated coordination issues;
- the designation of a new ICARD Route Planner has been initiated (to take over from the current one who is changing his job position);
- registration of 3 participants as members of the ICARD group (one of them will be the new designated ICARD Route Planner);
- the ICARD database has been updated; and
- the 5LNC DELMA has been confirmed as Duplicate and action was initiated to carry out necessary coordination for its replacement by DELNA.

Note: It was noted with appreciation that Egypt has taken all necessary measures, in close coordination with the ICAO MID Regional Office, for the update of the ICARD database and elimination of the identified Duplicate and non-ICAO 5LNCs, as requested by the ATM/SAR/AIS Sub-Group and MIDANPIRG. In this respect, it was highlighted that during the last year, the following Duplicate and non-ICAO 5LNCs have been replaced by Egypt: ASTAR, KODAR, LADAL, TOKBO, SIXUM, AVIVA, EMARI, KAMIS, MILAD, MENDI, TABLA and DITAR.

Kuwait:

- registration procedure of the ICARD Route Planner completed;
- the ICARD database has been updated. In particular, the following non-used 5LNCs were released: ALRAS, ALRIM, ALRUT, BOSAK, BOTUB, ELULU, GOMKA, ITNAP, IVIRO, IVOVO, KAPOS, KUBAR, LABDI, MURED, MUSOD, MUXON, NADUS, ORBEB, PASES, PUSMA, RIKSA, RUKAK, SELEG, SEPLI, SIVAL, SODUP, SOGEK, SOLAL, SOMAM, TASRO;
- The 5LNC GESAK has been reserved to replace the 5LNC AWADI which is a non-ICAO code (not registered in ICARD); and
- the 5LNC DARVA has been confirmed as Duplicate and TANAP was identified also as Duplicate.

Oman:

- ICARD Route Planner already registered;
- the ICARD database has been updated. In particular, the following non-used 5LNCs were released: ALPEX, CROSS, DASTO and KANAS. In addition, the 5LNC APELO which is a FIR boundary point between Muscat and Karachi has been registered also for Oman; and
- the 5LNC MIBSI has been confirmed as Duplicate (to be replaced by MIBVI) and DORAB was identified also as Duplicate (to be replaced by DERTO).

Saudi Arabia:

- registration procedure of the ICARD Route Planner completed;
- registration of 3 participants as members of the ICARD group; and
- the following 5LNCs have been confirmed as Duplicates: RAGAN, SALWA, AKRAM, GAMDI, KOBAS, LOTOS and PARAM.

Note: It was noted with appreciation that Saudi Arabia used to be active for the update of the ICARD database and elimination of the identified Duplicate and non-ICAO 5LNCs before the change of the hosting of the ICARD System from EUROCONTROL to ICAO HQ. In this respect, it was highlighted that the following Duplicate and non-ICAO 5LNCs have been replaced by Saudi Arabia: METKI, DARAG, MITSO, ROTAM, BOSOS, KARIN, LABAG, NANGO, RAMSO, GAMLA, GIDOD, HARIS, KAPAD.

UAE:

- registration procedure of the ICARD Route Planners (main and alternate) completed;
- registration of 2 participants as members of the ICARD group;
- the ICARD database has been updated. In particular, the 5LNC SAMAK has been released;
- The Duplicate 5LNC GIDOX has been replaced by UAE;
- the 5LNCs AVAMI and SOBER have been confirmed as Duplicate. UAE will consider the replacement of SOBER; however, it would be difficult to replace AVAMI since it's used in many ATS Routes.

Note: It was noted with appreciation that UAE used to be active for the update of the ICARD database and elimination of the identified Duplicate and non-ICAO 5LNCs before the change of the hosting of the ICARD System from EUROCONTROL to ICAO HQ. In this respect, it was highlighted that the following Duplicate and non-ICAO 5LNCs have been replaced by UAE: LILLY, CARLO, EGMAL, DUMPI, NIGEL, PINGO and MURAK. An example of good coordination between the ICAO Cairo and Paris Offices for the replacement of the 5LNC DESDI by the Russian Federation was highlighted (DESDI used to be a Duplicate used by both UAE and The Russian Federation).

Yemen:

- registration procedure of the ICARD Route Planner completed;
- the ICARD database has been updated. In particular, the following non-used 5LNCs were released: DOMAN, ITMAM, FARES, RIHAB and ALKOS.
- the following 5LNCs have been confirmed as Duplicates: KORAB and MISAN.
- the 5LNCs KITAB, AMBOD, BAROM, KORAB and BANAR have been identified also as Duplicates.

2.3 A brainstorming session related to the future developments/improvements of the ICARD System and its use in the MID Region took place at the end of the Workshop. The following proposals/suggestions have been made:

- Non-ICAO codes that are released shall not go back to the reserve list.
- Differentiate between the “blocking” warnings and other warnings.

- Generate a warning message in case the Lat and Long coordinates for the requests of allocation of 5LNC are not provided;
- The following warning message should be clarified “*The code is close to another existing points*”:
 - ✓ What is the distance used to trigger the message?
 - ✓ Should the distance be shown on the warning message?
 - ✓ Should the name(s) of the existing 5LNC provided?
- When renaming an existing code, the selection of sound-like code with almost identical spelling should be avoided; eg. renaming MITSU with MITVI or DELMA with DELNA.
- Improve the software/algorithm used for the generation of “Reports” (especially the Reports of Duplicates) in the “Downloads” menu. In particular, the cover page of all reports referring to the FASID, shall be deleted and the header page amended accordingly.
- The use of codes for the designation of States “Code Indicators” (ITU and ISO) is to be reviewed, especially in the generation of Reports. The use of the State name is more convenient.
- Initiate action for the use of ICARD for the management of Route Designators in the MID Region and identify associated users’ requirements.
- States are encouraged to use the alphanumeric name codes in accordance with Doc 8168 provisions.
- ICAO to consider developing the necessary mechanism for the regular update of the ICARD database, based on the electronic AIPs (eAIP) and/or Regional AIS Databases (EAD, MIDAD, etc) and using the Aeronautical Information Exchange Model (AIXM) as the standard for the exchange of aeronautical data.
- ICAO to consider developing additional Training material on the use of ICARD, including on-line Training (Computer Based Training “CBT”).
- When requesting the assignment/amendment of 5LNC, the ICARD Route Planners should endeavour to provide complementary information in the “Comments” Box, related to the effective date, concerned ATS Route(s), replacement of duplicate or Non-ICAO code, etc.
- The following changes to the ICARD System (software issues) should be considered:
 - ✓ “Find Allocated and Available 5LNC” change the default from “Allocated List” to “Both”.
 - ✓ The Proximity Check box should be disabled until the Lat/Long coordinates are provided.
 - ✓ When using Microsoft Internet Explorer 9 (IE9), the users should run the ICARD application in 'Compatibility View' mode, otherwise the web page shows up as a blank without any indications of the problem.
 - ✓ Review the definition and use of the Codes shown in orange (pending for approval, or release, belongs to a block, etc) and provide relevant information to the Data Manager.

- ✓ “Transfer to Region” currently offers the possibility for the ICARD Data Manager to transfer codes from his Region Reserve List to another Region. It is proposed that this functionality should allow also the ICARD Data Manger to post Requests for transfer of codes which are available in other Regions Reserve Lists to his Region Reserve List.
- ✓ Provide a Forum for discussions between the different ICARD Data Managers and ICARD Route Planners through the ICARD System.

2.4 ICAO to consider the review of Appendix 2 to Annex 11 to provide more guidance on the Establishment and Identification of Designators for significant points not marked by the site of a radio navigation aid (5LNCs), taking into consideration the above proposals/suggestions.

2.5 The participants thanked ICAO for organizing such a successful Workshop and requested that similar Workshop(s) be organized in the future to address both the 5LNC and Route Designators related issues.



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