



Policy Statement

SIGNIFICANT POINT NAME CODES (5LNC) AND ATS ROUTE DESIGNATORS.

1 Significant Point Name Codes (5LNC)

1.1 Significant points shall be established for the purpose of defining an ATS route and/or in relation to the requirements of air traffic services for information regarding the progress of aircraft in flight. Designators shall also identify these significant points (Reference A).

1.2 Where a significant point is required at a position not marked by the site of a radio navigation aid, the significant point shall be designated by a unique five letter pronounceable 'name-code' (5LNC). This name-code designator then serves as the name as well as the coded designator of the significant point (Reference B).

1.3 When there is a need to relocate a significant point a new name-code designator shall be chosen. In cases when the state wishes to retain the allocation of specific name-codes for re-use at a different location, such name-codes shall not be used for at least six months.

1.4 The basic principle to attain 5LNCs requires Public Users to carry out their own initial interrogation of the ICAO ICARD system to source which 5LNCs are available for use at the required geodetic locations within this region (EUR/NAT-Paris). These are subsequently passed to the UK Authorised User (currently UK CAA) who will co-ordinate a formal request to the ICAO Regional Office. The ICAO Regional Office grant ultimate approval of the 5LNCs.

1.5 It is possible for anyone to browse the ICAO ICARD system as a Public User. An account can be requested via the [ICAO Secure Portal](#). Enter the group name 'ICARD Codes and Route Designators' and then follow the on-screen instructions until approval is obtained. New users should read the 'User Guidelines', via the Help menu.

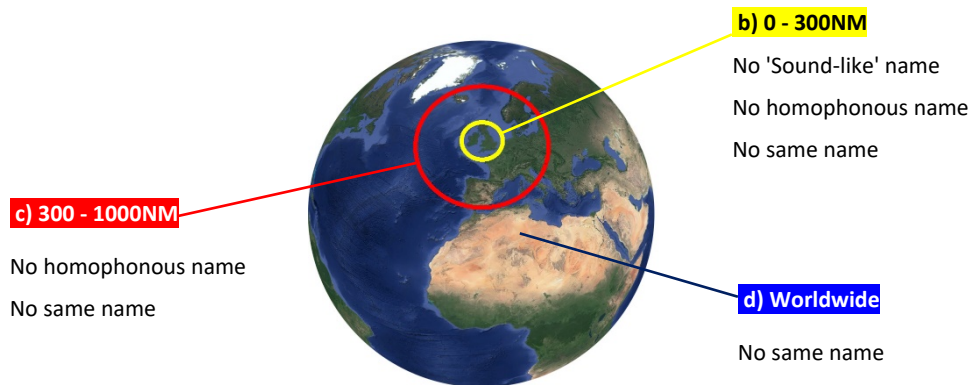
1.6 Before sending 5LNC requests to the UK Authorised User, Public Users should consider that they will be subsequently scrutinized (by CAA and ICAO) to ensure:

- a. They are easily pronounceable in English, avoiding ambiguity in pronunciation wherever possible (commonly found between I and Y; J and G; C, K and Q).

- b. There are no 'sound-like' 5LNCs to a distance of 300nm.
- c. There are no homophonous 5LNCs to a distance of 1000nm
- d. There is no exact match of the 5LNCs worldwide (using external tools).
- e. Each individual 5LNC in a multiple 5LNC request is considered against the other 5LNCs in the request in relation to points b, c & d.

Fig. 1

Proximity requirements for 5LNCs (using random location in centre of UK).



1.7 The **recommended method** in the UK is for the Public User to source appropriate 5LNCs via random name generation that are proximity cleared. To achieve this:

- Via the '5LNC' tab select 'Find 5LNC in Available List'
- Enter details under the 'Random Proximity Search' for the Latitude & Longitude, then enter **300nm** for the Radius of Search.
- Ensure the EUR/NAT-Paris region is selected – hit search button
- A list of 30 300NM proximity cleared 5LNCs will appear. Careful consideration should be given to ensure that the 5LNC meets the criteria in Section 1.6 a-e (with point b already assumed). If none of these 5LNCs are suitable, hit the search function again to produce another list of 30 available codes.
- Include the selected name and associated details in the aero data submission.

1.8 In circumstances where there is a safety or operational reason that a 5LNC name is based on a specific/bespoke name (or close to it) please make this request (via email or verbally) to the CAA point of contact for the ACP. Only the UK Authorised users (UK CAA) have the permissions to search for specific/bespoke 5LNCs and sponsors should be aware that such requests could extend the timeline of projects. It should therefore be requested **only when fully justifiable**. If the use of an individual bespoke/specific name is approved, the CAA will source the best available options and liaise with the sponsor to agree a single option. Only CAA sanctioned bespoke/specific 5LNC should be included in the aero data submission (see next para).

1.9 When completing the [Aeronautical Data Template spreadsheet](#), the associated [Aeronautical Data Associated Airspace Design Policy](#) should be read and followed.

1.10 The UK Authorised User will ensure compliance with Section 1.6 a-e before liaising with sponsor and/or formally submitting the 5LNC requests to ICAO. The aeronautical data template will be returned to the sponsor with approval or areas for attention clearly marked.

2 ATS Route Designators

2.1 When ATS routes are established they shall be identified by designators. (Reference A).

2.2 Basic ATS route designators shall be assigned in accordance with the following principles:

- (a) The same basic route designator shall be assigned to a main trunk route throughout its entire length, irrespective of terminal control areas, States or regions traversed.
- (b) Where two or more trunk routes have a common segment, the segment in question shall be assigned each of the designators of the routes concerned, except where this would present difficulties in the provision of air traffic service, in which case, by common agreement, one designator only shall be assigned.
- (c) A basic designator assigned to one route shall not be assigned to any other route.

2.3 States' requirements for route designators shall be notified to the Regional Offices of ICAO for coordination. All requests for such designators in the UK shall be forwarded to a nominated person from the CAA who shall have the authority to request reservation of designators from the ICAO EUR/NAT Region coordinator in Paris. Currently the UK's nominated authority lies within Airspace Regulation of the Safety and Airspace Regulation Group (SARG) and only that person can reserve and allocate designators for use in UK airspace.

2.3.1 However, to be able to maintain the European ATS Route Network in the Air Navigation Plan, the 'Change Sponsor' may be requested to contact the ICAO EUR/NAT Region coordinator with details of the proposed change to the Route Structure to determine how the changes best fit into the existing ATS Route structure.

2.4 The Route Designator shall be promulgated in accordance with AIRAC Cycle, or as part of relevant airspace changes.

3 SARG Point of Contact

airspace.policy@caa.co.uk

References:

- A ICAO Annex 11 Air Traffic Services Chapter 2, Appendix 1.
- B ICAO Annex 11 Air Traffic Services Chapter 2, Appendix 2.