Twenty-Third Meeting of the
Informal South Pacific ATC Co-ordinating Group (ISPACG/23)

Santiago, Chile, 26-27 March 2009

Agenda Item 4: Review Open Action Items

AIDC ROUTE TRUNCATION

(Presented by Federal Aviation Administration)

SUMMARY

This working paper identifies a prime cause of Air Traffic Services Inter-facility Data Communications (AIDC) Route Truncation problems and proposes that air navigation service providers (ANSPs) work together to correct the problems.

1. **INTRODUCTION**

1.1   Duplicate navigation point names can cause ambiguity problems in aircraft route processing. The International Civil Aviation Organization (ICAO) has recognized this problem and created a way to track and prevent future problems with the creation of new duplicate waypoint names. The FAA completed an initial study of 5-letter waypoints names within the Pacific region and found 2656 waypoints with duplicate names. A study of 3-letter navigation point identifiers was not conducted; however there is evidence to indicate duplication exists there as well. (e.g., MRY, Monterey VOR in California and Moruya NDB in Australia).

2. **DISCUSSION**

2.1   Duplicate waypoint names create ambiguity problems in aircraft route descriptions. When an aircraft is cleared via a duplicated waypoint name there is always a risk that the aircraft will proceed to the wrong waypoint if the route is incorrectly loaded in the Navigation Computer. Additionally, duplicated waypoint names are a frequent cause for the need to truncate routes in AIDC messages.

2.2   The initial Duplicated Waypoint Name Study revealed that waypoint name duplication is a very common problem in the Pacific region. It was thought that the duplicate waypoint names could be identified and the Flight Information Regions (FIRs) could work together to eliminate the problems. However, the incidence of duplication is more prevalent than initially anticipated. It will take years to eliminate the problem, if the goal is even attainable.

2.3   While the ultimate goal is to eliminate duplicate waypoint names, emphasis in the short term should be to eliminate the duplicate names that are causing the most difficulties. The FAA has eliminated many of the navigation points that were causing the most difficulties in the Oakland FIR. But other problem points still exist.

2.4   In the past, 5-letter names were allocated to States for their use when developing new procedures. That process was not successfully administered and names that were allocated to one State were published by another State. States need to work with ICAO to avoid the publication of duplicate waypoint names and work toward elimination of existing duplications.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to note the information presented in this paper and:

   a) Work together with ICAO to avoid the creation of additional duplicate navigation points, and

   b) Work together to eliminate the most common duplicated names that cause the need for AIDC Truncated Routes.