**10-078 (January 5, 2010): Inability of NASR to Store Fixes With the Same ID.**

ISSUE:AeroNav Services has noted what appears to be the inability of NASR to store fixes with the same 5-letter ident. In the case below it appears that NFDC has renamed a fix in order to place it into NASR. The correct fix name is MOGAN.

------------------------------------------------------------------------------------------------------

SLAMEAENRT MOGAM TJ0 W RB N18021320W07023531 0 W0103 NAR MOGAM

321460905

SLAMEAENRT MOGAN MD0 R N18021370W07023531 0 W0103 NAR MOGAN

361270812

SUSAEAENRT MOGAN K40 C RL N30440542W091405031 E0011 NAR MOGAN

245770905

-------------------------------------------------------------------------------------------------------

Status 01-05-10: New issue presented by Scott Jerdan of AeroNav Services. It appears that NASR is unable to store fixes with the same identification, even if the fixes are in different countries. The issue caused much discussion regarding duplicate fix names. Curtis Davis confirmed that NASR will not allow duplicate fix names regardless of area. Paul Eure asked how the system is checked for duplicates. Curtis explained the process whereby all fixes are compared to the Jeppesen, the DOD DAFIF, and Eurocontrol databases. There are currently approximately 500 duplicates worldwide that are being addressed. Jeff Waterman stated that DOD stores fixes by ICAO regional code to account for duplications. Scott added that, as noted above, including the ICAO region code in NASR would also resolve this issue. He added that the NFD feeds ERAM with fix names and ICAO region code. IOU: Scott Jerden will coordinate the issue with the ERAM program office to verify ERAM requirements. **OPEN.**

***Editor’s Note:*** *After the meeting, the following email was received from Scott Jerdan: “I spoke to Sandy Lugo, ERAM Program Office, regarding provision of fixes with the same ident but different ICAO region codes. She said that ERAM supports and expects these fixes. Thus, we'd like to see NASR modified to support fixes with the same ident as long as they occur in different ICAO regions. We would, of course, not endorse more than one fix ident within any given ICAO region code within NASR.”*

Status 03-30-10: Scott Jerden briefed that in coordination with Curtis Davis of NFDC, It is agreed that this is an issue that would not exist if NASR contained domestic U.S. data only. There are no duplicate fix names within the NAS. However, in reality, duplicate fix names do exist worldwide. All agree that, while not condoning fix name duplicates, the addition of a two-digit country code to further uniquely identify each fix as noted in issue 10-077, would resolve the issue. Rick Mayhew re-affirmed that NASR would not be modified to accommodate duplicate fix names within the same country. IOU: Rick Mayhew to coordinate a NASR modification to accept country codes and duplicate fix names in different countries. **OPEN**.

***Editor's Note:*** *In an effort to further clarify issues 10-077 and 10-078, the Executive Secretary initiated a series of emails between NFDC and AeroNav Services. The following email (paraphrased) from Rick Mayhew states the NFDC positions. While these positions do not fully resolve AeroNav Services, they are provided for attendees to review to support discussion to close these two issues at meeting 10-03:*

*"*I spoke with Dick Powell, manager of NFDC about this issue yesterday and the following positions are established: .

1. The NFDC agrees to add the region and country code. I did not ask what the time frame for this would be, but approximately 6 months is a common time frame for a database modification.

2. The NFDC will not consider adding duplicate 5-letter name codes (5LNCs). The ICAO region and country codes will provide exclusivity.

3. The NFDC will not process international positions except in cases where that an AT facility asks for that support. Mr. Powell indicated that FAA legal had given him guidance on this issue.

4. There are some International fixes in NASR, but by and large these fall over open water and are under FAA ATC with the -2's coming from Miami, San Juan, Anchorage and Oakland ARTCC's or an AVN source. In those cases where foreign owned positions have been added to the NASR it was usually done with the coordination of a requesting AT facility that was asked by NFDC personnel to provide a -2 form or equivalent. As mentioned above, a duplicate 5LNC would not be acceptable."

Status: 06-29-10: Rick Mayhew re-affirmed that NASR will not be changed to accommodate duplicate 5-letter fix names. The group consensus is that per the email agreements noted in the editor's note above, this issue may be closed. **CLOSED**.