CIRCULAR 19-2015

AFI STRATEGIC LATERAL OFFSET PROCEDURE

AIP Supplement Text Example for Consideration Relating to Strategic Lateral Offset Procedure (SLOP)

Authorisation

SLOP is authorised in the (insert FIR's), between FL290 and FL410 inclusive on all en-route ATS routes.

General

The use of SLOP shall not affect the application of prescribed separation standards

SLOP may only be applied by aircraft with automatic offset tracking capability.

The decision to apply SLOP is the responsibility of the flight crew and no ATC clearance is required.

Position reports shall not be the coordinates of the offset position however the waypoint or navigational facility.

The offsets shall be applied from top of climb to top of descent.

Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45 MHz to Co-ordinate offsets.

Application

The lateral separation minima or spacing between **most** route centre lines is 30 NM or more, therefore offsets to the right of the centre line relative to the direction of flight should be applied in tenths of a nautical mile up to a maximum of 2 NM. (See **Note 1**)

A maximum of 2 NM offset is approved **for most ATS routes** therefore crew should, if the aircraft is equipped with a capability, to offset in tenths of a nautical mile then randomly choose an offset position of 0.1 NM or more up to 2 NM right of track. (See **Note 1**)

If the aircraft is only equipped with a capability to offset in whole nautical miles then randomly choose an offset position of 1 NM or 2 NM right of track.

Note 1 The lateral separation minima on routes designated as (*insert ATS route designations*) is 6NM or more however less than 30NM therefore offsets to the right of the centre line relative to the direction of flight should randomly be selected in tenths of a nautical mile (0.1 NM) up to a maximum of 0.5 NM.

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