



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

(Presented by Secretariat)

SUMMARY

This paper presents the principles and guidelines of the strategic lateral offset procedures (SLOP). It highlights the results from a survey to States associated with the current and planned implementation of SLOP.

1. INTRODUCTION

1.1 Annex 2 - *Rules of the Air* and Doc 4444 – *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM) provide principles and guidelines for the implementation of strategic lateral offset procedures (SLOP) as follows:

- 1) Annex 2 - *Rules of the Air*, Chapter 3 - General Rules, Section 3.6 Air Traffic Control Services, 3.6.2.1.1
- 2) Doc 4444 - *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM), Chapter 16 Miscellaneous Procedures, Section 16.5 Strategic Lateral Offset Procedures (SLOP)

2. DISCUSSION

Strategic Lateral Offset Procedures

2.1 SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards. Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

2.2 Implementation of strategic lateral offset procedures shall be coordinated among the States involved. Information concerning the implementation of strategic lateral offset procedures is contained in Circular 331 *Implementation of Strategic Lateral Offset Procedures*.

- 2.3 Strategic lateral offsets shall be authorized only in en-route airspace as follows:
- a) where the lateral separation minima or spacing between route centre lines is 42.6 km (23 NM) or more, offsets to the right of the centre line relative to the direction of flight in tenths of a nautical mile up to a maximum of 3.7 km (2 NM); and
 - b) where the lateral separation minima or spacing between route centre lines is 11.1 km (6 NM) or more and less than 42.6 km (23 NM), offsets to the right of the centre line relative to the direction of flight in tenths of a nautical mile up to a maximum of 0.9 km (0.5 NM).

2.4 The routes or airspace where application of strategic lateral offsets is authorized, and the procedures to be followed by pilots, shall be promulgated in aeronautical information publications (AIPs). In some instances, it may be necessary to impose restrictions on the use of strategic lateral offsets, e.g. where their application may be inappropriate for reasons related to obstacle clearance. Route conformance monitoring systems shall account for the application of SLOP.

2.5 The decision to apply a strategic lateral offset shall be the responsibility of the flight crew. The flight crew shall only apply strategic lateral offsets in airspace where such offsets have been authorized by the appropriate ATS authority and when the aircraft is equipped with automatic offset tracking capability.

- a) Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45 MHz to coordinate offsets.
- b) The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, an offset to the right and within the limits specified in 16.5.2 may be used.
- c) Pilots are not required to inform ATC that a strategic lateral offset is being applied.

2.6 In May 2018, the status of current and planned implementation of Strategic Lateral Offset Procedures (SLOP) survey was circulated to 44 States/Administrations. However, ICAO received a response from only nine States/Administration (approximately 20%) which were: Australia, Hong Kong, China, Japan, New Zealand, Philippines, Republic of Korea, Singapore, Thailand and United States of America. However, this response was not enough to clearly indicate all regional practices. Referring to each survey question, **Table 1** illustrates the State/Administration's current implementation and plans for SLOP.

Table 1: The Status of current and planned implementation of Strategic Lateral Offset Procedures (SLOP) survey results		
1)	State has implemented or plans to implement, Strategic Lateral Offset Procedures (SLOP).	67%
2)	A maximum offset of 0.5 NM is used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM).	0%
3)	A maximum offset of 2 NM is used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more.	67%
4)	State has implemented or plans to implement SLOP offsets different than described in questions 1 and 2. <i>Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.</i>	11%

Table 1: SLOP Survey Results

2.7 The survey results (**Attachment A**) indicates that approximately 67% of responding States/ Administrations had implemented or plan to implement SLOP.

2.8 0% reported that they use a maximum offset of 0.5 NM for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM).

2.9 67% of respondents use a maximum offset of 2 NM for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more.

2.10 11% of respondents has implemented or plans to implement SLOP offsets different than stated in question 1 and 2.

2.11 In conclusion, States/Administrations are urged to note the following:

- a) the user of strategic lateral offset procedures (SLOP) must be authorized in the Aeronautical Information Publications (AIPs) of the State responsible for the airspace concerned;
- b) SLOP is not applicable in the airspace where a surveillance-based separation minimum is applicable; and
- c) ICAO provision of principles and guidelines of SLOP are in the Annex 2 - *Rules of the Air* and Doc 4444 - *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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Survey: The Status of Current and Planned Implementation of Strategic Lateral Offset Procedures (SLOP)			1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?		2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?		3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?		4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO? Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.	
State/Administration	Point of Contact Name	Point of Contact Email	Y/N	Remarks	Y/N	Remarks	Y/N	Remarks	Y/N	Remarks
Australia			Y	Is implemented in Oceanic Controlled Airspace	N	-	Y	-	N	-
Hong Kong, China	Mr. Timothy Yeung	tkcyeung@cad.gov.hk	N	-		N/A, SLOP is not implemented in Hong Kong FIR		N/A, SLOP is not implemented in Hong Kong FIR		N/A, SLOP is not implemented in Hong Kong FIR
Japan	Mr. T. Shigenobu	shigenobu-to75a@mlit.go.jp	Y	-	N	-	Y	-	N	-
New Zealand			Y	See comment		See comment	Y	See comment	N	-
Philippines	Mr. Ferdinand A. Tienzo	tienzoda@yahoo.com ; tienzoda@outlook.com	Y	-	N	-	Y	-	Y	Lateral offset distance of 1 NM or 2 NM are used for SLOP in the Manila FIR.
Republic of Korea	Ms. Cha, Sihyun	Chash2011@korea.kr	N	-		N/A		N/A		N/A
Singapore	Mr. Foo KaiYu	foo_kaiyu@caas.gov.sg	Y	Intended for use only outside of surveillance coverage	N	Not applicable. Lateral separation minimum between 6 NM to 23 NM is not employed outside of surveillance coverage in en-route airspace within the Singapore FIR.	Y	-	N	-
Thailand	Civil Aviation Authority of Thailand (CAAT)		N	-	N	-	N	-	N	-
United States of America	Mr. Vincent McMenamy	Vincent.mcmenamy@faa.gov	Y	-	N	-	Y	-	N	-

Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

—ICAO provisions for SLOP are detailed in Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Section 16.5

—Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

AP049/18 - Survey: The Status of Current and Planned Implementation of Strategic Lateral Offset Procedures (SLOP)

Instructions: Complete the Survey and return by email to pchalayonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE:

Point of Contact Name and Email:

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
X		Is implemented in Oceanic Controlled Airspace

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
	X	

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
X		

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO?

Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.

YES	NO	Remarks
	X	

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Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

—ICAO provisions for SLOP are detailed in Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Section 16.5

—Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

**Survey: The Status of Current and Planned Implementation of
Strategic Lateral Offset Procedures (SLOP)**

Instructions: Complete the Survey and return by email to pchalayonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE:

Point of Contact Name and Email: Timothy YEUNG; tkcyeung@cad.gov.hk

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
	x	

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
		N/A, SLOP is not implemented in Hong Kong FIR

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
		N/A, SLOP is not implemented in Hong Kong FIR

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO?

Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.

YES	NO	Remarks
		N/A, SLOP is not implemented in Hong Kong FIR

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Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

—ICAO provisions for SLOP are detailed in Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Section 16.5

—Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

**Survey: The Status of Current and Planned Implementation of
Strategic Lateral Offset Procedures (SLOP)**

Instructions: Complete the Survey and return by email to pchalavonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE:

Japan

T. Shigenobu

Point of Contact Name and Email:

shigenobu-to7sa@mlit.go.jp

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
✓		

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
	✓	

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
✓		

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO? <i>Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.</i>		
YES	NO	Remarks
	✓	

Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

—ICAO provisions for SLOP are detailed in Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Section 16.5

—Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

**Survey: The Status of Current and Planned Implementation of
Strategic Lateral Offset Procedures (SLOP)**

Instructions: Complete the Survey and return by email to pchalayonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE: New Zealand

Point of Contact Name and Email:

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
✓		REFERENCE N.Z. AIP ENR 2.8 - APPLICABLE IN AUCKLAND CCA/A

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
		NOT APPLICABLE IN AUCKLAND CCA/A. MINIMUM SEPARATION 30NM.

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
✓		REFERENCE N.Z. AIP ENR 2.8 - APPLICABLE IN AUCKLAND CCA/A

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO?

Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.

YES	NO	Remarks
	✓	

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Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

—ICAO provisions for SLOP are detailed in Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Section 16.5

—Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

**Survey: The Status of Current and Planned Implementation of
Strategic Lateral Offset Procedures (SLOP)**

Instructions: Complete the Survey and return by email to pchalavonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE: PHILIPPINES

MR. FERDINAND A. TIENZO

Point of Contact Name and Email: tienzoda@yahoo.com/ tienzoda@outlook.com

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
✓		

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
	✓	

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
✓		

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO?
Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.

YES	NO	Remarks
✓		Lateral offset distance of 1NM or 2NM are used for SLOP in the Manila FIR.

Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

—ICAO provisions for SLOP are detailed in Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Section 16.5

—Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

**Survey: The Status of Current and Planned Implementation of
Strategic Lateral Offset Procedures (SLOP)**

Instructions: Complete the Survey and return by email to pchalayonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE: Republic of Korea

Point of Contact Name and Email: Cha,Sihyun/chash2011@korea.kr

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
	V	

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
		N/A

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
		N/A

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO?

Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.

YES	NO	Remarks
		N/A

Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

—ICAO provisions for SLOP are detailed in Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Section 16.5

—Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

Survey: The Status of Current and Planned Implementation of Strategic Lateral Offset Procedures (SLOP)

Instructions: Complete the Survey and return by email to pchalayonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE: Singapore

Point of Contact Name and Email: Foo KaiYu, foo_kaiyu@caas.gov.sg

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
X		Intended for use only outside of surveillance coverage

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
	X	Not applicable. Lateral separation minimum between 6 NM to 23 NM is not employed outside of surveillance coverage in en-route airspace within the Singapore FIR.

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
X		

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO?

Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.

YES	NO	Remarks
	X	

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Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

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—Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

Attachment A

Survey: The Status of Current and Planned Implementation of Strategic Lateral Offset Procedures (SLOP)

Instructions: Complete the Survey and return by email to pchalayonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE: The Civil Aviation Authority of Thailand (CAAT)

Point of Contact Name and Email:

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
	✓	

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
	✓	

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
	✓	

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO? <i>Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.</i>		
YES	NO	Remarks
	✓	

Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

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**Survey: The Status of Current and Planned Implementation of
Strategic Lateral Offset Procedures (SLOP)**

Instructions: Complete the Survey and return by email to pchalayonnawin@icao.int or apac@icao.int by **23 July 2018**

STATE:

Point of Contact Name and Email: Vincent McMenamy Vincent.mcmenamy@faa.gov

1. Has your State implemented, or does your State plan to implement, Strategic Lateral Offset Procedures (SLOP)?

YES	NO	Remarks
X		

2. Is a maximum offset of 0.5 NM used for SLOP in cases where the lateral separation minimum applied is 11.1 km (6 NM) or more and less than 42.6 km (23 NM)?

YES	NO	Remarks
	X	

3. Is a maximum offset of 2 NM used for SLOP in cases where the lateral separation minimum applied is 42.6 km (23 NM) or more?

YES	NO	Remarks
X		

4. Has your State implemented, or does your State plan to implement, SLOP offsets different than described in questions 1 and 2? If so, what is the lateral offset distance, and has your State registered a difference with ICAO?

Note: Differences from the ICAO Annexes and Regional Supplementary Procedures may not be applied in airspace over the high seas.

YES	NO	Remarks
	X	

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Note:

—SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards

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