



International Civil Aviation Organization
Eastern and Southern African Office

**Thirteenth Meeting of the Air Traffic Management/Aeronautical
Information Management/Search and Rescue Sub-Group
(ATM/AIM/SAR SG/13)
(Nairobi, Kenya, 16 - 19 September 2013)**

Agenda Item 5: RVSM Operations and Monitoring

STRATEGIC LATERAL OFFSET PROCEDURES

(Presented by ARMA)

SUMMARY
This paper provides the results of the survey that was conducted to establish the number of FIR's that have officially implemented SLOP which is required for the annual quantitative Collision Risk Assessment.
Action by the meeting is at paragraph 3.
REFERENCES
APIRG Reports
This Working Paper is related to Strategic Objectives: A & C

1. INTRODUCTION

1.1 A Survey evaluating the Implementation of Strategic Lateral Offset Procedure (SLOP) in the AFI Region was conducted by ARMA in order to establish the number of FIR's that have officially published and implemented the procedure. The results are required for use in the annual RVSM quantitative Collision Risk Assessment.

1.2 SLOP reduces the risk of aircraft passing directly over each other thus the possibility of a Large Height Deviation resulting in hull losses is minimised.

2. DISCUSSION

2.1 States were requested via State Letter Ref. ES AN 4/45 - 0945 to respond not later than 28 February 2013 as to the official status of SLOP within FIR's under their management.

2.2 The meeting should recall that the under mentioned Conclusion was endorsed by APIRG/17:

Conclusion 17/43 Implementation of Strategic Lateral Offsets (SLOP) in the AFI Region

That, AFI States implement SLOP within their areas of responsibility, by the AIRAC effective date of 30th November 2010, in line with provisions in PANS-ATM Doc 4444 Chapter 16 and the following guidance:

- a) *SLOP will be applied in those oceanic FIRs where fixed routes are established;*
- b) *SLOP will be applied in all areas of the continental AFI Region except in those areas where ATC separation is provided by surveillance, unless approved by the State; and*
- c) *SLOP will be applied in oceanic random routing areas (AORRA and IORRA) with effect from the target date of AIRAC date of 2 June 2011.*

2.3 The AFI Regional Monitoring Agency (ARMA) has a requirement to establish the number (quantity) of AFI Flight Information Regions (FIR's) in which SLOP has been implemented, pursuant to the abovementioned APIRG Conclusion. The primary objective of collecting the information on implementation is to use the data in the AFI Reduced Vertical Separation Minimum (RVSM) Collision Risk Assessments. In addition, the information will be used to assess the AFI States' status of implementation of the APIRG Conclusions.

2.4 The CRA is a quantitative risk assessment requiring quantities to calculate the various risks. If all FIR's did not apply SLOP the risk would be calculated as high however as soon as SLOP is introduced the risk is reduced. ARMA is aware that even if a State has not officially implemented SLOP that en route traffic is most probably anyway applying the offset however the assumption cannot be worked into the assessment.

2.5 The ARMA has reviewed numerous safety events where the use of SLOP has minimized the risk of an incident/accident from happening.

Table 1

Responded	
FIR	Implemented
Antananarivo	Yes
Brazzaville	Yes
Cabo Verde	Yes
Dakar Oceanic	Yes
Dakar Terrestrial	Yes
N'djamena	Yes

No Response	
FIR	Implemented
Beira	No
Harare	No
Lusaka	No
Lilongwe	No
Mauritius	No
Seychelles	No

Niamey	Yes	Dar Es Salaam	No
Gaborone	No	Windhoek	No
Cape Town	No	Luanda	No
Johannesburg	No	Kinshasa	No
Johannesburg Oceanic	No	Addis Ababa	No
Nairobi	No	Mogadishu	No
Entebbe	No	Asmara	No
		Khartoum	No
Total No	6	Kano	No
Total Yes	7	Accra	No
		Roberts	No
		Algiers	No
		Tripoli	No
Grand Total	13	Grand Total	19

2.6 It is thus evident that the response to the State Letter was not satisfactory and leaves nineteen FIRs where the implementation status is unknown.

2.7 Further to the ARMA CRA requirement it would be in the States best interests to ensure that the SLOP status is adequately documented in the IAIP for the information and application of all users.

2.8 Taking into account the afore mentioned, ARMA proposes that a second State Letter request be issued to solicit a response from the nineteen outstanding States/FIR's.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note and review the contents of this working paper;
- b) urge States/FIR's that have not responded to the first State Letter to adhere to the target date to be set in the second State Letter to be published; and
- c) task ARMA to compile and submit the draft State Letter to ICAO ESAF office.
