

**Eighteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group  
(CPWG/18)**

(Paris, France, 16-19 December 2014)

**Agenda Item 8: Communications, Navigation, Surveillance (CNS) and Air Traffic Management  
(ATM) Issues**

**Strategic Lateral Offset Procedure**

(Presented by the Federal Aviation Administration)

SUMMARY

This working paper presents information for the Group's consideration concerning the possible introduction and adoption of the Strategic Lateral Offset Procedure (SLOP) in Arctic airspace.

**1. Introduction**

1.1 The Strategic Lateral Offset Procedure (SLOP) is recognized by the International Civil Aviation Organization (ICAO) as an enhancement which mitigates increases in aircraft lateral overlap probability, caused by increased navigational accuracy, and wake turbulence encounters in Oceanic and remote airspace. Pilot utilization of SLOP requires prior authorization by the Air Traffic Service (ATS) authority for each airspace involved.

**2. Discussion**

2.1 ICAO Document 4444, Procedures for Air Navigation Services, Air Traffic Management (PANS ATM), Paragraph 16.5 provides a description of the SLOP procedure and contains Standards and Recommended Practices for its application (included at Attachment A). Guidance material on the implementation of SLOP is provided in ICAO Circular 331.

2.2 FAA has received inquiries from operators questioning whether SLOP is applicable in the Arctic airspace. Considering the size and orientation of the various Arctic Flight Information Regions (FIRs), and ICAO's recommendation that SLOP be implemented on a regional basis if possible, FAA suggests the CPWG undertake an effort to ascertain each member ANSP's position regarding the desirability of implementing SLOP. If any ANSPs or adjoining FIRs are in agreement for implementation, the CPWG should undertake a coordinating role for the implementation.

**3. Action by the Meeting**

3.1 The meeting is invited to:

- a. review the information contained in this Working Paper, and
- b. endorse the solicitation of information from member ANSPs so as to determine appropriate next steps, if any.

## Attachment A

### 16.5 STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

*Note 1.— 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.*

*Note 2.— 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.*

16.5.1 Implementation of strategic lateral offset procedures shall be coordinated among the States involved.

*Note.— Information concerning the implementation of strategic lateral offset procedures is contained in the Implementation of Strategic Lateral Offset Procedures (Circular 331).*

16.5.2 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 55.5 km (30 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 55.5 km (30 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).

16.5.3 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.

16.5.4 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.

*Note 1.— Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45 MHz to coordinate offsets.*

*Note 2.— 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.*

*Note 3.— Pilots are not required to inform ATC that a strategic lateral offset is being applied.*