FANS Interoperability Team Meeting (FIT/22)

Santiago, Chile
3-4 March 2015

Agenda Item: [4 Working Papers**]**

FINER SLOP

Presented by: Boeing

SUMMARY

This paper notes changes to the SLOP requirements in ICAO Doc 4444, and recommends adoption of those changes by publication in State Aeronautical Information Publications (AIP), to take advantage of advanced capabilities being implemented in newer airplanes.

1. INTRODUCTION

1.1 The Strategic Lateral Offset Program (SLOP) provides for airplanes to operate in oceanic regions with a small random offset right of the nominal track. The current requirement is for a random 0, 1, or 2 mile right offset.

1.2 Amendment 6 to PANS-OPS (ICAO Doc 4444) which took effect on November 12, 2014, has changed the SLOP requirements to allow offsets "in tenths of a nautical mile up to a maximum of 3.7 km (2 NM)".

2. DISCUSSION

2.1 Future airplane designs will incorporate an auto-SLOP function that can select a random lateral offset between zero and 2 miles, in increments of 0.1 miles, as allowed for in Amendment 6 of ICAO Doc 4444. Tactical lateral offset entries on future designs will also allow entries to a resolution of 0.1 miles (at least for entries below 10 miles).

2.2 The first certification of these capabilities will be later this year (2015). The FANS-1/A message set only allows offsets in CPDLC messages to be defined to a resolution of 1 mile, however ADS-C reports reflect the offset positions, so will accurately reflect the planned route of flight. Under current rules, operators will be unable to take full advantage of this new capability, as SLOP offsets other than 1 or 2 miles are not currently allowed.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Note the information in this paper and,

b) ANSPs are asked to adopt the new requirements in ICAO Doc 4444 by publication in State Aeronautical Information Publications (AIP), to allow SLOP using a random offset between 0 and 2 miles right of track, in increments of 0.1 miles.