

**Twenty Second Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)**

Papeete, Tahiti, 12-14 March 2008

**Agenda Item 4: Review Progress on Open Action Items
AI 16-6**

Strategic Lateral Offset Procedures (SLOP) in FAA Oceanic Airspace

Presented by the Federal Aviation Administration

SUMMARY

This paper is to follow up on, and conclude discussions regarding harmonization of global SLOP procedures, and to report on FAA progress in ensuring consistent procedures throughout FAA controlled international airspace.

1 Introduction

- 1.1 At ISPACG/21 the FAA presented a working paper (WP-17) to encourage states to review Strategic Lateral Offset Procedures (SLOP) in Aeronautical Information Publications (AIP) for consistency with the ICAO Doc 4444 (PANS-ATM), and consider clarification of language in ICAO Annex 2, Rules of the Air, with regard to adherence to centreline on a flight plan.
- 1.2 WP-17 also presented FAA plans for harmonization of SLOP procedures in FAA controlled international airspace in the Atlantic, Caribbean and Pacific regions.

2 Discussion

- 2.1 The ICAO North Atlantic (NAT) region has implemented SLOP as recommended in ICAO Doc. 4444, PANS/ATM. The NAT SLOP procedures do not deviate from the ICAO recommended procedures.
- 2.2 The FAA has implemented SLOP procedures throughout all US-controlled oceanic airspace via international Notice to Airmen (NOTAM). The implemented SLOP procedures are equivalent to the NAT SLOP procedures and do not deviate from ICAO procedures. Specifically, SLOP was implemented in all US-controlled oceanic airspace and will also be authorized for aircraft transitioning (overflying) the airspace surrounding the Island of Bermuda, the airspace controlled by Guam Center and Radar Approach Facility (CERAP) and the airspace controlled by the Honolulu Control Facility (HCF)
- 2.3 The FAA is in the process of amending SLOP procedures in the US AIP. There is currently a Document Change Proposal (DCP) being circulated among interested parties within the FAA Air Traffic and Flight Standards organizations to amend the AIP. All interested parties concurred to a preliminary DCP, with a few changes. A final DCP will be circulated for

signatures. The final DCP is expected to be signed by 31 March 2008. Publication in the US AIP is expected for 12 March 2009. It is expected that soon after the DCP is signed an Advisory Circular (AC) would be issued to notify the aviation community and air traffic of the change.

- 2.4 Additionally, the FAA has concluded that the information contained in the PANS-ATM and subsequently the state AIP documents is satisfactory, and no amendments to the ICAO Annex 2 should be required.

3 Actions by the meeting

The meeting is invited to:

- 3.1 Ensure each state AIP is consistent and reflects SLOP procedures as recommended in the PANS-ATM.
- 3.2 Note the information provided regarding FAA activities to update the US AIP for SLOP procedures.
- 3.3 Consider this ISPACG action complete and closed.