



ICAO Co-ordination Meeting SAF

SLOP and SAF

Presented by ARMA

Protea Hotel

(3 - 5 February 2015)

SCOPE

- Aim
- Introduction
- Discussion
- SLOP Benefit
- RVSM Risk
- Action by the meeting

AIM

This WP discusses the implementation of SLOP in the SAF Region together with the results of the implementation survey that was conducted to establish the number of FIR's that have officially implemented SLOP together with the effect on RVSM system risk

Introduction

- SLOP developed to reduce RVSM risk
- The meeting should be informed that Circular 331 AN/192 Implementation of Strategic Lateral Offset Procedures has been approved by the Secretary General and published under his authority and should be read in conjunction with ICAO Doc 4444 section 16.5 and Annex 2, 3.6.2.1.1.



Discussion

The Meeting should recall APIRG Conclusion 17/43:

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:

Guidance is presented in the next slide



Discussion

SLOP will be applied in those oceanic FIRs where fixed routes are established;

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

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

Discussion

State Letter Ref ES AN 4/45 - 945

→ Responses date 28 February 2013

→ Implementation Status Table insert

Discussion

FIR	Implemented	Comment
Antananarivo	Yes	
Beira	No	
Cape Town	No	Full Surveillance
Dar Es Salaam	No	
Gaborone	No	
Harare	No	
Johannesburg	No	Full Surveillance
Johannesburg Oceanic	No	Full Surveillance
Lilongwe	No	
Luanda	No	
Lusaka	No	
Mauritius	No	
Seychelles	No	
Windhoek	No	

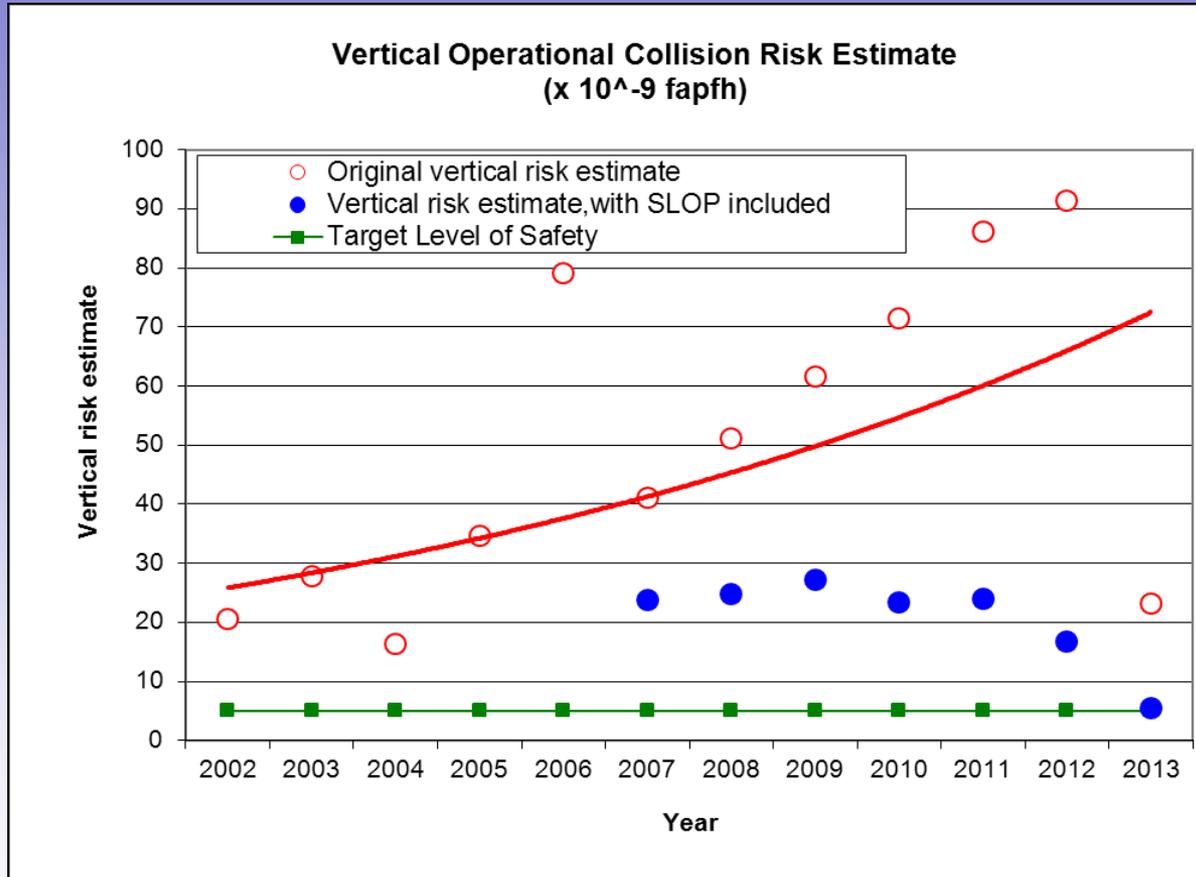
Discussion

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.

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

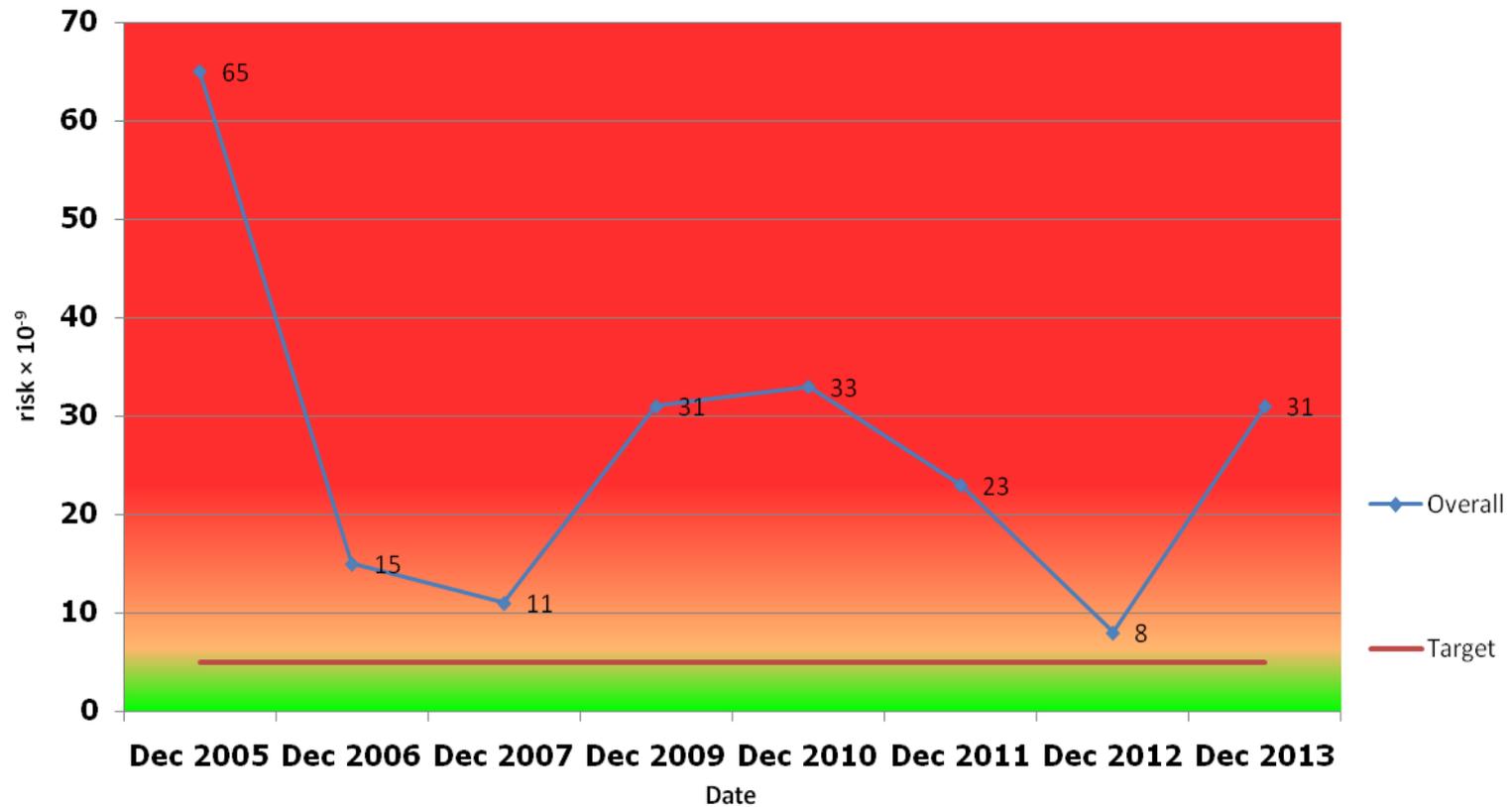
The routes or airspace where application of SLOP is authorized, and the procedures to be followed by pilots, are to be published in aeronautical information publications (AIPs);

SLOP Benefits



RVSM Risk

Overall Collision Risk Assessment



Action By The Meeting

- Urge States/FIR's that have not responded to the survey to indicate their SLOP status in the meeting or undertake to do so within a set reasonable time period.
- Obtain a copy of Circular 331 from ARMA
- Where applicable document the SLOP co-ordination procedures within the LOP.



END

Thank you