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<p>Document No: TCAA/FRM/ANS/AIS - 56</p>	<p>Title: AIP Supplement</p>	<p>Page 1 of 1</p>

Effective Date: 07 November 2019

EN-ROUTE (ENR)

S25 Dar es Salaam FIR - HTDC

STRATEGIC LATERAL OFFSET PROCEDURE (SLOP) IN DAR ES SALAAM FIR

A. Introduction

SLOP is an initiative developed to increase the lateral separation between aircraft with very accurate navigation systems on adjacent levels in case of altitude deviation errors. Thus, the possibility of a Large Height Deviation resulting in hull loss is minimised.

SLOP allows aircraft to **offset** the centreline of an airway or flight route by a small amount, normally to the right, so that collision with opposite direction aircraft becomes unlikely.

B. Authorisation

SLOP is authorised in the Dar es Salaam FIR for En-route phase only. It shall not be applied during climb and descend.

C. General

- i) The use of SLOP shall not affect the application of prescribed separation standards
- ii) SLOP may only be applied by aircraft with automatic offset tracking capability.
- iii) The decision to apply SLOP is the responsibility of the flight crew and no ATC clearance is required.
- iv) Position reports shall not be the coordinates of the offset position however the waypoint or navigational facility.
- v) Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45 MHz to Co-ordinate offsets.

D. Application

A maximum of 2 NM offset is approved therefore crew should, if the aircraft is equipped with a capability to offset in tenths of a nautical mile, will then randomly choose an offset position of 0.1 NM or more up to 2 NM right of track.

If the aircraft is only equipped with a capability to offset in whole nautical miles, will then randomly choose an offset position of 1 NM or 2 NM right of track.