

Procedures for Strategic Lateral Offsets within NAT airspace

(These procedures have been developed in accordance with the PANS-ATM, 15.2.4)

Note: The following incorporates lateral offset procedures for both the mitigation of the increasing lateral overlap probability and wake turbulence encounters.

It has been determined that allowing aircraft conducting oceanic flight to fly lateral offsets, not to exceed 2 NM right of centre line, will provide an additional safety margin and mitigate the risk of conflict when non-normal events such as aircraft navigation errors, altitude deviation errors and turbulence-induced altitude-keeping errors occur.

This procedure provides for offsets within the following guidelines. Along a route or track there will be three positions that an aircraft may fly: centre line or one or two miles right. Offsets will not exceed 2 NM right of centre line. The intent of this procedure is to reduce risk (add safety margin) by distributing aircraft laterally across the three available positions.

- a) Aircraft without automatic offset programming capability must fly the centre line.
- b) Operators capable of programming automatic offsets may fly the centre line or offset one or two nautical miles right of centre line to obtain lateral spacing from nearby aircraft. (Offsets will not exceed 2 NM right of centre line.) An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken.
- c) Pilots should use whatever means is available to determine the best flight path to fly.
- d) Pilots should also fly one of the three positions shown above to avoid wake turbulence. Aircraft should not offset to the left of centre line nor offset more than 2 NM right of centre line. Pilots may contact other aircraft on frequency 123.45, as necessary, to coordinate the best wake turbulence offset option.

Note: It is recognized that pilots will use their judgement to determine the action most appropriate to any given situation and have the final authority and responsibility for the safe operations of the aeroplane.

- e) Pilots may apply an offset outbound at the oceanic entry point and must return to centre line at the oceanic exit point.
- f) Aircraft transiting oceanic radar areas may remain on their established offset positions.
- g) There is no ATC clearance required for this procedure and it is not necessary that ATC be advised.