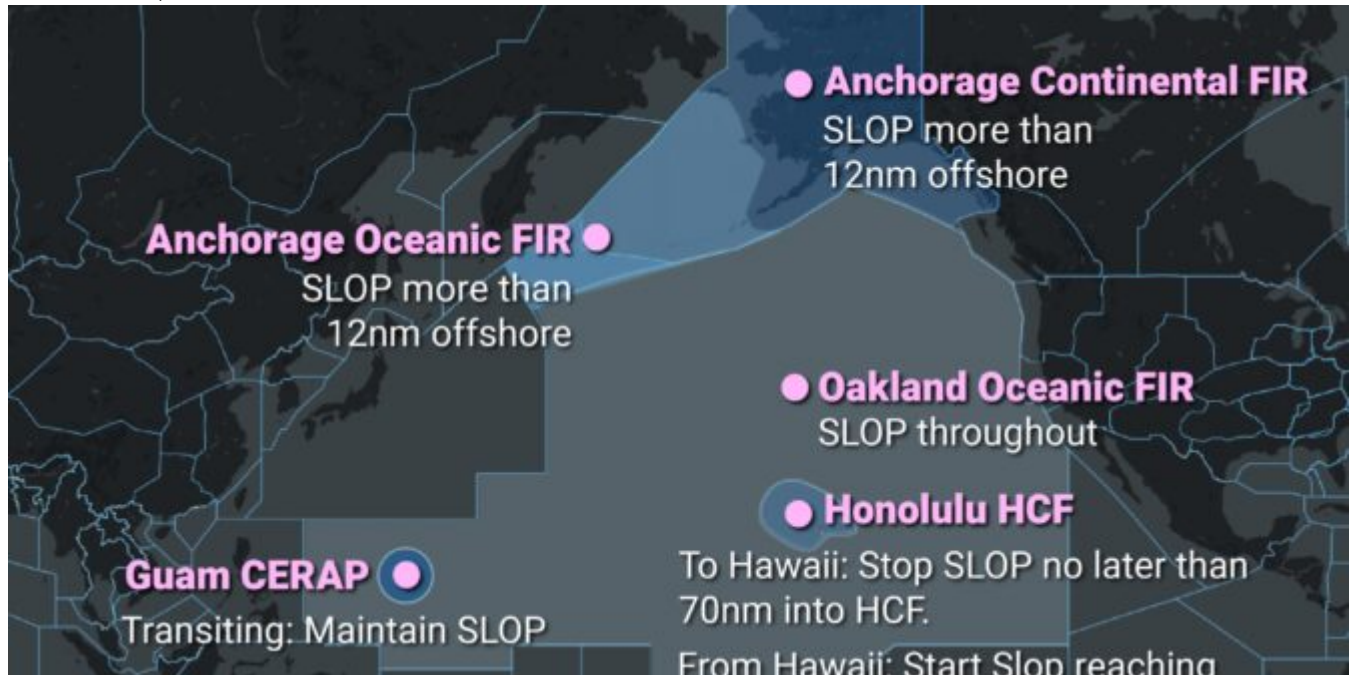


# FAA Airspace SLOP Mini Guide

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Strategic Lateral Offset Procedures (SLOP) in FAA-Controlled Oceanic Airspace and the Anchorage FIR are based off the **ICAO Doc 4444** SLOP rules, and can be found in the FAA AIP ENR section 7.1.

## I don't want to read the FAA AIP ENR section 7.1

No, neither do we. Here's what that experience looks like:

The screenshot shows the FAA AIP ENR section 7.1 General Procedures page. The page is titled "ENR 7. Oceanic Operations" and "ENR 7.1 General Procedures". The content is organized into sections and subsections:

- 1. IFR/VFR Operations**
  - 1.1** Flights in oceanic airspace must be conducted under Instrument Flight Rule (IFR) procedures when operating:
    - 1.1.1** Between sunset and sunrise.
    - 1.1.2** At or above Flight Level (FL) 055 when operating within the New York, Oakland, and Anchorage Oceanic Flight Information Regions (FIRs).
    - 1.1.3** Above FL180 when operating within the Miami and Houston FIRs and in the San Juan Control Area. Flights between the east coast of the U.S., and Bermuda or Caribbean terminals, and traversing the New York FIR at or above 5,500 feet MSL should be especially aware of this requirement.
    - 1.1.4** At or above FL230 when operating within the Anchorage Arctic FIR.
  - 1.2** San Juan CTA/FIR VFR Traffic.
    - 1.2.1** All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish two-way communications with San Juan Radio on 126.7, 122.2, 123.65, or 255.4.
    - 1.2.2** Communication can also be established by transmitting on 122.1 and receive using the appropriate VOR frequency for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), and St. Croix (COY). For St. Thomas (STT), transmit on 123.6 and receive on the VOR frequency. If unable to contact San Juan Radio, the pilot is responsible for notifying


Handy info, but fairly brutal on the eyes and soul.

## Is there another way to get this info?

Indeed there is!

We took all the excellent info provided by the FAA with regards to SLOP rules in FAA airspace, and turned it into a quick guide – complete with a simple map of the rules for the different regions.

### FAA SLOP Mini Guide



Strategic Lateral Offset Procedures (SLOP) in FAA-Controlled Oceanic Airspace and the Anchorage FIR are based off the ICAO Doc 4444 SLOP rules. So here's a mini SLOP brief for you, pulled from the [FAA AIP ENR 7.1](#).

**What?**

- If you're conducting an oceanic flight then it's good to fly a lateral offset.
- A lateral offset is only allowed to the RIGHT and up to 2nm from the centreline in 0.1nm increments.
- If you're doing it in an approved spot then you don't need an ATC clearance. If you do want to coordinate, for something like wake, then try on VHF 123.45.16

**Why?**

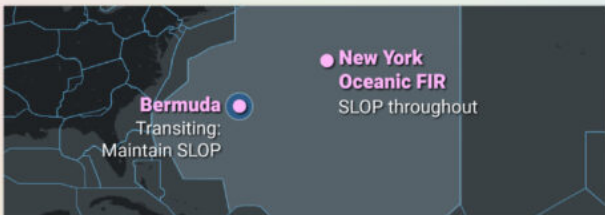
It helps keep you safer from other traffic, reduces wake turbulence encounters and is generally recommended because it can mitigate against traffic incursions.

**Where?**

- In any FAA controlled Oceanic airspace.
- In the Anchorage FIR.
- In airspace around Bermuda.
- In the airspace controlled by the Honolulu Control Facility (HCF).
- In airspace controlled by the Guam CERAP.

**When?**

From reaching your cruising flight level until top of descent, unless ATC say otherwise.



**Transiting Airspace**

If you are transiting Bermuda, HCF or Guam CERAP airspace you can remain on your offset.

**Anchorage FIR**

- Anchorage ARCTIC allow full SLOP all the way through.
- If you are in Anchorage domestic and Anchorage Oceanic then you can SLOP in any portion which is more than 12 miles offshore.
- You can slop over land areas of the Alaska Peninsula west of 160 degrees longitude.

**Hawaii**

- If you are departing Hawaii, you should apply SLOP when you reach your initial cruise flight level and are within 70nm of entering Oakland Oceanic control area.
- If you're flying to Hawaii, then you need to stop SLOping no later than 70nm after entering HCF airspace, or when you receive radar vectors from HCF.
- If you are a Hawaiian inter-island flight don't ever use SLOP (well, you can ask ATC if there is some important reason for needing it).

Q. WHICH AIRCRAFT CANNOT SLOP?  
A. ANY THAT CANNOT AUTOMATICALLY MAINTAIN OFFSET.

**OPSGROUP members** can download a copy for free here.

If you're not an OPSGROUP member, but you'd like to be, you can join here. (Or you could just screenshot the image above instead – if you'd like a grainy, pixelated JPEG instead of the full, juicy PDF).

We're going to be publishing more of these little docs over the next few months. **We're calling them "Opsicles" – refreshing bits of ops info, just for members.** So keep an eye out for the next installment!