
PAPUA NEW GUINEA

AERONAUTICAL INFORMATION SERVICE

AIP SUPPLEMENT

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File:

1 NM AND 2NM LATERAL OFFSETS OCEANIC AIRSPACE

1. INTRODUCTION

- 1.1 The use of lateral offsets is a safety measure to reduce the risk of collision in the event of loss of vertical separation.
- 1.2 This AIP Supplement (SUP) standardises the use of lateral offsets within ICAO recommended guidelines.

2. LATERAL OFFSETS IN OCEANIC AIRSPACE

- 2.1 From 1st September, 2005 (0509012000 UTC) aircraft operating in oceanic airspace in the Port Moresby FIR are authorized to use lateral offsets in accordance with the requirements detailed in para.2.2.
- 2.2 The following requirements apply to the use of the lateral offset -
 - a) The offset shall only be applied by aircraft with automatic offset tracking capability;
 - b) When an offset is applied, the offset must be established at a distance of 1NM or 2NM to the RIGHT of track relative to the direction of flight;
 - c) The offset must only be applied during the en-route phase of flight;
 - d) The offset must not be used in addition to diversions or other offsets, e.g. weather or wake turbulence;
 - e) The offset must not be applied at levels where obstacle clearance would be affected;
 - f) Identified aircraft:
 - (i) may continue an offset; and
 - (ii) must advise ATC prior to initiating or changing an offset.
- 2.3 The decision to apply a lateral offset is the responsibility of the pilot in command. Other than when an identified aircraft initiates or changes a lateral offset, pilots are not required to notify ATC that a lateral offset is being applied.

3. OCEANIC AIRSPACE BOUNDARIES

3.1 The airspace within the Port Moresby FIR is generally classified as Oceanic airspace.

4. ADDITIONAL AREAS OF APPLICATION

4.1 Adjacent oceanic FIRs will also implement 2NM offsets in oceanic airspace (Refer to relevant AIPs)

5. CANCELLATION

5.1 This AIP Supplement will be cancelled when its provisions have been included in the AIP

6. DISTRIBUTION: Normal

7. CURRENT AIP SUPPLEMENT:

1996:	2,
1997:	1, 2, 3, 4
1999:	2
2001:	2, 3
2003:	1
2004:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15,
2005:	1