ENR 3.3.2.3 三亚飞行情报区海洋空域实施策略横向偏移程序

在洋区空域的策略横向偏移程序

1. 横向偏移仅适用于三亚飞行情报区洋区空域内的A1、 L642、 M771 和 N892 航路。

2. 横向偏移仅适用于具有自动偏移跟踪能力的航空器。

3. 以下要求适用于使用横向偏移:

a. 飞行机组负责决定是否使用策略横向偏移;
b. 横向偏移只能在飞行方向中心线右侧 1 海里或者 2 海里的距离上实施;
c. 设计策略横向偏移程序的目的是利用偏移来缓解前面航空器的尾流效应。如果需要避免尾流效应，则应当使用 3 种可用的方法之一（中心线、右侧偏移 1 海里或者 2 海里）;
d. 在已经批准使用该程序的空域内，航空器驾驶员无须将正在使用偏移的情况通知空中交通管制单位。
e. 航空器在允许偏移航迹的空域内，经过雷达覆盖的区域时，可以启动或继续偏移。

ENR 3.3.2.3 Implementation of Strategic Lateral Offset Procedures in the Oceanic Airspace of Sanya FIR

Strategic lateral offsets in oceanic airspace

1. Offsets are only applied on routes A1, L642, M771 and N892 in the oceanic airspace of Sanya FIR.

2. Offsets are applied only by aircraft with automatic offset tracking capability.

3. The following requirements apply to the use of the offset:

a. The decision to apply a strategic lateral offset is the responsibility of the flight crew.
b. The offset shall be established at a distance of one or two nautical miles to the right of the centre line relative to the direction of flight.
c. The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, one of the three available options (centerline, 1NM or 2NM right offset) shall be used.
d. In airspace where the use of lateral offsets has been authorized, pilots are not required to inform air traffic control that an offset is being applied.
e. Aircraft transiting areas of radar coverage in airspace where offset tracking is permitted may initiate or continue an offset.