

**LATERAL AND VERTICAL NAVIGATIONAL ERRORS REPORTED TO THE NAT CENTRAL MONITORING AGENCY
(De-identified)**

August 2007 reported NAT occurrences

1. Large Height Deviations (300ft or greater)

REF No	REP BY	DATE	TYPE	OTS/RAN	FLIGHT CLD	LEVELS FINAL	HEIGHT DEVIATION	CAUSE	SOURCE OF REPORT	REMARKS	RVSM LEVELS CROSSED	TIME ¹
H/07/8/1	Shanwick/Reykjavik	01-Aug-07	GALX	OTS W	430	380	-5000	ATC Co-ordination error	ACC	Co-ordinated at F430. Entered Reykjavik from Shanwick at F380 after late level change not passed to Reykjavik. Observed by Reykjavik radar. 5 mins at unco-ordinated level.	0	5
H/07/8/2	Shanwick	03-Aug-07	A332	OTS E	390	380	-1000	Failed to comply with restriction in clearance	ACC	Cleared to climb 7 mins before 20W with restriction to cross 20W level F390. ADS WPR at 20W indicated climb commenced at 20W. 2 mins at uncleared FL. Misunderstood conditional clearance.	0	2
H/07/8/3	Shanwick/Santa Maria	03-Aug-07	IL96	RAN E	350	370	2000	ATC Co-ordination error	ACC	E/B RAN entered Santa Maria from Shanwick at 45N014W at F370 instead of F350 as co-ordinated.	0	12
H/07/8/4	Reykjavik	07-Aug-07	H25B	RAN W	400	360	-4000	Entered Reykjavik at wrong level	ACC	W/B RAN entered Reykjavik from Scottish at uncleared level.	0	0
H/07/8/12	New York	09-Aug-07	B763	RAN W	350	360	1000	Failed to comply with restriction in clearance	ACC	AT F350. CLEARED F360 NOT BEFORE 1435. A/C REPORTED LEVEL F360 at 1339.L-o-S (8mins crossing) with FWI520 W/B RAN F360. Immediately descended F350. See also E/07/8/2.	0	3
H/07/8/6	Shanwick	12-Aug-07	B763	OTS W	350	320	-3000	Entered Oceanic Airspace at Uncleared Level	ACC	W/B OTS entered Shanwick from Scottish at uncleared level (F320 iso F350)	0	6
H/07/8/8	Reykjavik	19-Aug-07	B744	RAN W	340	360	2000	Entered Reykjavik from Scottish at un-coordinated level	ACC	W/B RAN co-ordinated at F340 entered Reykjavik from Scottish at F360.	0	2
H/07/8/9	Shanwick/Reykjavik	20-Aug-07	B744	RAN W	320	350	3000	Entered Reykjavik at un-coordinated level	ACC	W/B RAN co-ordinated at F320 entered Reyjavik from Scottish at F350. 5 mins at unco-ordinated level.	0	5
H/07/8/10	Shanwick	23-Aug-07	A343	RAN W	310	320	1000	Entered Oceanic Airspace at Uncleared Level	ACC	W/B RAN entered Shanwick at SEPAL still at domestic level. Descended 1 min after oceanic entry.	0	1

¹ Time spent at wrong level (min)

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H/07/8/11	Shanwick	26-Aug-07	CL60	RAN W	260	320	6000	Failed to comply with restriction in clearance	ACC	W/B RAN F320 cleared descend after 6/20 to be level F260 by 61/30. Reported to Gander crossing 30W still at F320.	0	3
H/07/8/13	Reykjavik	19-Aug-07	B752	RAN W	310	318	800	Failed to comply with restriction in clearance	ACC	Cleared to cross 6345N018W at F310 (descending from F370) a/c observed on radar crossing at F318 and level one minute later	0	1
H/07/8/14	Shanwick	27-Aug-07	A333	RAN W	340	370	3000	ATC Co-ordination error	ACC	W/B RAN F370 - co-ordinated Shanwick/Santa Maria at F340 - no revision passed. Resolved prior to boundary.	0	0
H/07/8/15	Shanwick	29-Aug-07	A310	RAN E	370	390	2000	ATC Co-ordination error	ACC	E/B RAN F370 (as co-ordinated with SM) cleared by Shanwick to climb F390 without revision to SM. Resolved prior to boundary.	0	0
H/07/8/16	Shanwick	30-Aug-07	B744	RAN W	340	330	-1000	Entered Oceanic Airspace at Uncleared Level	ACC	W/B RAN entered Shanwick at ETIKI F330 iso F340 as cleared.	0	3

NOTES:

1 TIME – TIME AT UNCLEARED LEVEL. OTS/RAN DENOTES WHETHER OCCURRED WITHIN ORGANISED TRACK SYSTEM OR ON RANDOM ROUTE.

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2. Gross Navigation Errors (25nm or greater cross-track error) (Not risk-bearing)

MONITORING REF. NUMBER	OBSERVED BY ACC	DATE	AIRCRAFT TYPE	FLIGHT LEVEL	TRACK DEVIATION (X TRACK)	OTS /RAN	REMARKS
B/07/8/1	Reykjavik	04-Aug-07	B752	360	60	RAN W	Waypoint Insertion Error
C/07/8/2	Reykjavik	15-Aug-07	C20T	190	30	RAN E	Crew stated cleared via 6530N030W but estimate given at 35W for 65N030W

NOTE: OTS/RAN DENOTES WHETHER OCCURRED WITHIN ORGANISED TRACK SYSTEM OR ON RANDOM ROUTE.

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3. Lateral deviations of less than 25nm

MONITORING REF. NUMBER	OBSERVED BY ACC	DATE	AIRCRAFT TYPE	FLIGHT LEVEL	TRACK DEVIATION (X TRACK)	OTS /RAN	REMARKS
NIL							

4. ATC Interventions to Prevent Gross Navigation Errors

OTS/RAN DENOTES WHETHER OCCURRED WITHIN ORGANISED TRACK SYSTEM OR ON RANDOM ROUTE.. "ISO" = INSTEAD OF.

Serial	Date	Reported By	Type	Details
I/07/8/1	11-Aug-07	Shanwick	B763	E/B RAN cleared 48/20 BEDRA GUNSO. Reported 48/20 BEDRA KENUK. Crew advised this routing passed by New York.
I/07/8/2	13-Aug-07	Shanwick	B742	E/B RAN cleared 55/20 RESNO BABAN reported at 20W routing RESNO NIBOG. Crew error - followed flight plan iso clearance.
I/07/8/3	20-Aug-07	Shanwick	B742	E/B OTS cleared 54/30 54/20 MALOT. Reported 54/30 54/20 DOGAL (Followed flight plan iso clearance)
I/07/8/4	21-Aug-07	Shanwick	A310	W/B RAN BGTL/CYTR F320. Reported passing F250 for F360. (Intervention to prevent a Large Height Deviation).
I/07/8/5	23-Aug-07	Shanwick	A310	W/B OTS cleared BEDRA 49/20 50/30. Reported 49/20 49/30. (Crew error - followed flight plan iso clearance)
I/07/8/6	23-Aug-07	Shanwick	B763	E/B RAN cleared SOMAX KENUK reported at 20W routing SOMAX GUNSO.
I/07/8/7	28-Aug-07	Gander	DC10	E/B OTS cleared 50/40 52/30 53/20 MALOT BURAK reported 50/40 52/30 52/20 (Crew error)
I/07/8/8	29-Aug-07	Shanwick	A310	W/B RAN F310 reported at 30W routing to wrong position after 45/40.

NORTH ATLANTIC NAVIGATIONAL AND HEIGHT-KEEPING ERRORS
Reported to the North Atlantic Central Monitoring Agency
(De-identified data)