

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

**December 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
H/07/12/2	Gander	02-Dec-07	B744	RAN E	350	350	300	Turbulence
H/07/12/3	Shanwick/ Santa Maria	09-Dec-07	B763	RAN E	320	340	2000	ATC unable contact a/c on HF to pass revised FL
H/07/12/6	Shanwick	12-Dec-07	B744	RAN W	320	330	1000	ATC Co-ordination error
H/07/12/4	Gander	12-Dec-07	B763	RAN W	320	330	1000	Failed to comply with restriction in clearance
H/07/12/5	Shanwick	12-Dec-07	A343	RAN W	340	330	-1000	ATC Co-ordination error
H/07/12/11	Santa Maria	18-Dec-07	A333	RAN W	330	360	3000	ATC Co-ordination error
H/07/12/8	Shanwick	19-Dec-07	B773	RAN E	330	325	-750	Turbulence
H/07/12/12	Santa Maria	19-Dec-07	B772	RAN W	340	380	4000	ATC Co-ordination error
H/07/12/14	Crew	20-Dec-07	A319	OTS E	350	354	400	Windshear and overspeed protection
H/07/12/13	Santa Maria	23-Dec-07	B762	RAN W	340	350	1000	Climbed without clearance
H/07/12/9	Shanwick	28-Dec-07	B737	RAN	410	400	-1000	Entered Oceanic Airspace at Uncleared Level
H/07/12/10	Shanwick /Reykjavik	29-Dec-07	B772	OTS W	360	370	1000	Entered Reykjavik at un-cordinated level

NOTES:

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

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

*December 2007 reported NAT occurrences*

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

---

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

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

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

**3. Lateral deviations of less than 25nm**

<b>MONITORING REF. NUMBER</b>	<b>OBSERVED BY ACC</b>	<b>DATE</b>	<b>AIRCRAFT TYPE</b>	<b>FLIGHT LEVEL</b>	<b>TRACK DEVIATION (X TRACK)</b>	<b>OTS /RAN</b>	<b>REMARKS</b>
L/07/12/1	Reykjavik	06-Dec-07	BE20	280	10	RAN W	Cleared EMBLA 63/30 61/40 AS FLIGHT PLANNED. Observed 10nm N of track at 6330N02757W.
L/07/12/2	Shanwick	17-Dec-07	B773	350	10	OTS E	Deviated 10nm S of Track "Y" without clearance due weather (Exercise of emergency authority). L-o-S 51nm lateral with traffic on "Z". See E/07/12/2
L/07/12/3	Shannon	18-Dec-07	B773	360	15	OTS E	Reported and observed 15nm S of track at cleared F360. Had previously advised Shanwick that one AC unit inoperative but had not advised offsetting. No L-o-S.
L/07/12/4	Shanwick	23-Dec-07	A332	340	11	RAN W	Cleared SOMAX 50/20 50/30 Reported routing to 51/20 and 51/30 in SOMAX position report. Crew admitted incorrect waypoints in FMS.

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

**4. ATC Interventions to Prevent Gross Navigation Errors**

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

<b>Serial</b>	<b>Date</b>	<b>Reported By</b>	<b>Type</b>	<b>Details</b>
I/07/12/1	07-Dec-07	Shanwick	B763	E/B RAN cleared 48/20 48/15 ETIKI REGHI. Reported 48/20 48/15 SEPAL. Subsequently admitted cleared via ETIKI but that SEPAL had been in original "clearance" (followed flight plan iso clearance).
I/07/12/2	15-Dec-07	Gander	B744	OTS E cleared 52/40 54/30 54/20 DOGAL BABAN F370 reported 52/40 54/30 55/20. Followed flight plan iso clearance.
I/07/12/3	16-Dec-07	Gander	F2TH	W/B RAN cleared 61/40 59/50 PORGY YHO F430 reported 61/40 59/50 LOACH. Followed flight plan iso clearance.
I/07/12/4	17-Dec-07	Shanwick	B772	E/B RAN F390 cleared 53/20 LIMRI GIPER. Reported 53/20 LIMRI DOLIP. Crew confusion over re-clearance.
I/07/12/5	18-Dec-07	Shanwick	B737	E/B OTS cleared 54/20 DOGAL BABAN. Reported 54/20 DOGAL BURAK. Followed flight plan iso clearance.
I/07/12/6	24-Dec-07	Shanwick	MD11	E/B RAN cleared 56/20 PIKIL ODLUM reported 56/20 PIKIL ELPIN. (Crew error - clearance corresponded with FPL)
I/07/12/7	25-Dec-07	Shanwick	B772	E/B RAN cleared 58/30 57/20 SUNOT OSBOX reported 58/30 57/20 ETARI. Crew stated incomplete CPDLC clearance received terminating at 57/20 which they did not query with ATC. Followed flight plan thereafter.
I/07/12/8	27-Dec-07	Shanwick	B744	E/B RAN cleared 51/20 DINIM KENUK. Reported 51/20 DINIM GIPER (Followed flight plan iso clearance).