

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

**February 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 <sup>1</sup>
H/07/2/3	Santa Maria	17-Feb-07	A332	RAN E	370	350	-2000	Descended without clearance - turbulence	ACC	L-o-S (crossing F360 35nm/4mins) with E/B RAN traffic	1	5
H/07/2/1	Reykjavik	05-Feb-07	B773	RAN W	330	280	-4000	Descended without clearance	ACC	SEVERE TURBULENCE (SIGMET IN FORCE) BETWEEN 40W & 50W. OFFSET 10NM, THEN 20NM AND DESCENT TO FL300 THEN 280. CLEARANCE OBTAINED AFTER DESCENT	4	13
H/07/2/2	Shanwick	06-Feb-07	B763	OTS E	340	260	-8000	Shattered window	ACC	Shattered flight deck window - requested and cleared immediate descent F260. Conitnued to destination.	5	5
H/07/2/4	Santa Maria	22-Feb-07	A343	RAN E	330	330	0	ATC Co-ordination error SAL/Santa Maria	ACC	Entered Santa Maria from SAL at unco-ordinated FL and without clearance (Crew did not request OCL)	0	26

NOTES:

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

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<sup>1</sup> Time spent at wrong level (min)

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

**February 2007 reported NAT occurrences**

**2. Gross Navigation Errors (25nm or greater cross-track error) (Risk-bearing)**

MONITORING REF. NUMBER	OBSERVED BY ACC	DATE	AIRCRAFT TYPE	FLIGHT LEVEL	TRACK DEVIATION (X TRACK)	OTS /RAN	REMARKS
A/07/2/2	Reykjavik	03-Feb-07	B734	350	>30	RAN E	Wrong Information
A/07/2/5	Shanwick	14-Feb-07	B744	340	35	RAN W	Wrong Information
A/07/2/4	Reykjavik	14-Feb-07	B738	410	30	RAN E	Wrong Information

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

**3. 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)	REMARKS
B/07/2/1	Shanwick	03-Feb-07	B772	340	60	Wrong Information
B/07/2/3	New York	05-Feb-07	B763	330	60	Wrong Information

***NORTH ATLANTIC NAVIGATIONAL AND HEIGHT-KEEPING ERRORS***  
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*(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/07/2/1	09-Feb-07	Shanwick	B744	W/B RAN cleared 61/20 63/30 63/40. Reported BALIX 62/20. (Crew error -followed flight plan iso clearance)
I/07/2/2	11-Feb-07	Gander	B744	E/B RAN cleared 43/50 45/40 48/30 48/20 48/15 ETIKI REGHI. Reported 45/40 48/30 50/20. (Crew error-followed flight plan iso clearance)
I/07/2/3	13-Feb-07	Shanwick	A346	W/R RAN cleared BALIX 61/20 63/30. Reported BALIX 61/20 62/30. (Crew error - followed flight plan iso clearance)
I/07/2/4	14-Feb-07	Shanwick	A346	W/B RAN cleared BALIX 61/20 61/30. Reported BALIX 61/20 62/30 (Crew error -followed flight plan iso clearance)
I/07/2/5	16-Feb-07	Shanwick	B744	W/B OTS ADS WPR at 59/20 gave incortec 40W position (Crew error - followed flight plan iso clearance)
I/07/2/6	17-Feb-07	Shanwick	B762	E/B OTS reported at 20W routing to wrong position after BEDRA (Crew error - followed flight plan iso clearance)
I/07/2/7	17-Feb-07	Shanwick	B744	E/B RAN cleared 48/30, 51/20 DINIM. Reported 48/30, 51/20, LIMRI. (Crew stated route received from both Santa Maria and New York)
I/07/2/9	21-Feb-07	Shanwick/Santa Maria	B744	E/B OTS reported at 44/30 routing to wrong position after 47/20. (ATC Co-ordination error - Santa Maria did not pass revised route to aircraft)
I/07/2/8	22-Feb-07	Gander	A140	E/B RAN cleared LOACH 58/50 61/40 63/30 EMBLA BIKF. Reported LOACH 58/50 SI BGBW. (Destination change in flight)