

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

February 2008 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/08/2/1	Reykjavik	02-Feb-08	A332	RAN W	360	370	1000	W/B RAN at 72N050W climbed F370 without clearance due severe turbulence (contingency action). No L-o-S.
H/08/2/2	Shanwick	05-Feb-08	B744	RAN W	340	353	1300	W/B RAN F340 cleared SIVIR BERUX MUDOS reported BERUX F353. Climbed by Madrid ACC 3 nm N of BERUX without co-ordination. 2 mins at uncleared FL. No L-o-S
H/08/2/3	Shanwick	10-Feb-08	B763	RAN E	380	360	-2000	E/B RAN F350 cleared to cross 49N021W level F380 but levelled F360 in conflict with opposite direction traffic. Cleared descend F350. 7 mins at uncleared FL.
H/08/2/4	Gander	11-Feb-08	FA50	RAN E	410	394	-1600	E/B RAN F410 at 45/50 unable maintain level due temperature and descended F394. Duration 5min. L-o-S (9nm) with following traffic at F390.
H/08/2/5	Santa Maria	13-Feb-08	B744	RAN E	350	360	1000	E/B RAN routing 36/40 42/30 F350 cleared climb F360 after passing 31W. Climbed early - possible L-o-S with crossing traffic E/B RAN routing 41/40 40/30 (59nm lateral).
H/08/2/6	Santa Maria	22-Feb-08	C5	RAN W	330	340	1000	W/B RAN F330 at 2230W climbed without clearance F340 in conflict with crossing traffic W/B RAN (Appx.50nm horizontal separation at F340). Immediately descended to F330 by ATC (3mins at uncleared FL).
H/08/2/7	Shanwick	28-Feb-08	A333	OTS E	370	373	300	E/B OTS F370 15nm W of DOGAL climbed without clearance F373 having taken climb instruction intended for USA710. Shannon radar intervened and USA754 resumed F370.
H/08/2/8	Gander	28-Feb-08	A332	OTS E	370	374	400	E/B OTS W of 52N030W climbed F374 without clearance due turbulence (duration 5mins). L-o-S (7 mins longitudinal) with traffic ahead at F380.
H/08/2/10	Reykjavik	29-Feb-08	B738	RAN W	360	380	2000	W/B RAN co-ordinated F360 entered Reykjavik from Scottish F380. Duration 10mins. No L-o-S. ATC co-ordination error.

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) (Risk-bearing or not risk-bearing)

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

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
L/08/2/1	Santa Maria	16-Feb-08	A343	340	12	RAN W	Recleared (CPDLC) 44/30 38/40. On 30W position report indicated routing to 37/40. 12nm S of track after 17mins. Followed flight plan iso clearance.
L/08/2/2	Shanwick	21-Feb-08	A321	310	11nm	RAN	Cleared OMOKO 45/14 40/16 reported at OMOKO routing to wrong next position. 11nm error. Followed flight plan iso clearance.

NORTH ATLANTIC NAVIGATIONAL AND HEIGHT-KEEPING ERRORS

Reported to the North Atlantic Central Monitoring Agency

(De-identified data)

February 2008 reported NAT occurrences

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/08/2/1	01-Feb-08	Shanwick	B763	E/B RAN F330 cleared 42/18 45/16 OMOKO GUNSO reported at 16W routing OMOKO GAPLI. Followed flight plan iso clearance.
I/08/2/2	09-Feb-08	Shanwick	B752	E/B RAN cleared 59/30 58/20 BILTO ELPIN. Reported 59/30 58/20 PIKIL. Followed flight plan iso clearance.
I/08/2/3	10-Feb-08	Shanwick	A333	E/B RAN cleared 59/30 59/20 59/15 ERAKA ETSOM. Reported (ADS) 59/30 59/20 DCT ERAKA. Followed flight plan iso clearance.
I/08/2/4	11-Feb-08	Shanwick/Santa Maria	B773	W/B RAN F340 co-ordinated Shanwick/SM ETII 46/15 44/20 38/30 reported at WTIKI routing 45/15 43/20 without further co-ordination (ATC Co-ordination error S/SM)
I/08/2/5	11-Feb-08	Gander	A340	W/B RAN cleared 54/30 54/40 53/50 KECKK YAY reported 54/30 54/40 54/50 (Followed flight plan iso clearance).
I/08/2/6	12-Feb-08	Gander	B772	W/B RAN cleared 60/50 59/60 LAKES reported (ADS) 60/50 59/60 KENRI (Followed flight plan iso clearance).
I/08/2/7	13-Feb-08	Shanwick	A346	E/B RAN F390 cleared 50/30 50/20 SOMAX KENUK reported (ADS) 50/30 50/20 SOMAX GIPER (Followed flight plan iso clearance).
I/08/2/8	14-Feb-08	Gander	B744	W/B RAN cleared 60/30 60/40 58/50 PORGY HO reported (ADS) 60/30 60/40 59/50 PORGY HO (Followed flight plan iso clearance).
I/08/2/9	18-Feb-08	Gander	E135	W/B OTS F380 cleared 55/40 54/50 CARPE REDBY reported 54/50 CARPE YQX. Followed flight plan iso clearance.
I/08/2/10	21-Feb-08	Shanwick	B763	W/B RAN reported at SIVIR routing to wrong position after PASAS. Followed flight plan iso clearance.
I/08/2/11	21-Feb-08	Shanwick	B772	E/B RAN F370 reported (ADS) at 20W routing to wrong position after LIMRI. Followed flight plan iso clearance.
I/08/2/12	28-Feb-08	Shanwick	A346	E/B RAN F370 reported to 30W routing to wrong position after 59/20. (Crew admitted not entering reroute into FMC)