

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

January 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/07/1/1	Shanwick	02-Jan-07	B752	RAN E	370	360	-1000	ATC ERROR	ACC	N/B T16 co-ordinated at F370. Santa Maria did not climb a/c from F360 and not detected by Shanwick until approaching OMOKO. No L-o-S.	0	33
H/07/1/2	Santa Maria	14-Jan-07	B752	RAN W	330	350	0	Crossed boundary at wrong level	ACC	Madrid ACC unable contact a/c to descend to oceanic cleared level. Conflict with opposite direction traffic (also at F350) at boundary. SM therefore climbed this traffic to F355 by which time separation had reduced to c40nm/2.5 mins. See E/07/1/1.	0	0
H/07/1/3	Reykjavik	17-Jan-07	B772	RAN W	340	347	700	Climbed without clearance	ACC	Moderate to severe turbulence. Maximum excursion +700ft from cleared FL.	0	2

NOTES:

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

¹ Time spent at wrong level (min)

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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
<hr/> NIL <hr/>							

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
<hr/> NIL <hr/>						

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.

Serial	Date	Reported By	Type	Details
I/07/1/1	01-Jan-07	Shanwick	B772	E/B RAN cleared 53/20 DOGAL BABAN. Reported at 53/20 routing to wrong position after DOGAL. (Crew error - followed flight plan iso clearance)
I/07/1/2	07-Jan-07	Gander	B772	W/B RAN cleared 62/50, 60/60, PEPKI, LOPVI. Reported: 62/50, 60/60, PELSI (Crew error - confused PELSI on flight plan with PEPKI in clearance).
I/07/1/3	08-Jan-07	Gander	MD11	E/B RAN cleared 54/40 55/30 54/20 DOGAL BABAN. Reported 54/40 55/30 55/20. (Crew Error - followed flight plan iso clearance).
I/07/1/5	10-Jan-07	Gander	F900	W/B RAN cleared 59/50 PRAWN YDP. Reported 59/50 PRAWN YHO. (Filed 59/50 PORGY HO) (Crew error)
I/07/1/4	10-Jan-07	Reykjavik	A388	W/B RAN cleared 65/30 66/40 Reported 6424/2718 65/30 6640/40. (Crew error)
I/07/1/6	17-Jan-07	Gander	B772	E/B RAN cleared 52/40 53/30 53/20 Reported 62/40 53/30 54/20. (Crew error - followed flight plan iso clearance)
I/07/1/7	24-Jan-07	Shanwick	B742	E/B RAN reported at 20W routing to wrong position after DOGAL (Crew error - followed flight plan iso clearance)
I/07/1/8	27-Jan-07	Gander	A332	W/B RAN reported (ADS) at 55/50 routing to wrong position after SCROD (Crew error - followed flight plan iso clearance)
I/07/1/9	28-Jan-07	Gander	B744	W/B RAN cleared 58/50 PORGY YHO. Reported (ADS) 58/50 PORGY YDP (Crew error - followed flight plan iso clearance).