

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

**January 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/08/1/1	Gander	03-Jan-08	B772	RAN W		360		Not co-ordinated Reykjavik/Gander. Flew 64/50 - KENRI without Gander's knowledge. 53 mins at unco-ordinated FL.
H/08/1/2	Reykjavik	08-Jan-08	B763	RAN E	330	300	-3000	E/B RAN descended without clearance due low ambient temp. Recleared at lower level after 2 mins.
H/08/1/3	Santa Maria	09-Jan-08	B744	RAN W	340	360	2000	Issued conditional clearance to climb from F340 to F360 at time 1630 and RL/RR - a/c climbed immediately without advising ATC and only reported when level F360. L-o-S (5mins crossing at F350) with COA85 W/B RAN.
H/08/1/4	Shanwick	10-Jan-08	B773	RAN W	350	340	-1000	W/B RAN routing SIVIR BERUX climbed by Madrid F330 32nm prior to BERUX without co-ordination. 4 mins at unco-ordinated level.
H/08/1/5	Reykjavik	13-Jan-08	B744	RAN W	350	340	-1000	W/B RAN F340 cleared to cross 63N030W at F350. Failed to climb as cleared. Crew stated "forgot to climb". L-o-S (50nm iso 60 required) with LOT41 W/B RAN.
H/08/1/7	New York/Santa Maria	01-Jan-08	B773	RAN E	340	330	-1000	E/B RAN F330 entered Santa Maria from New York at unco-ordinated level. (F330 iso F340 at 39N040W)
H/08/1/8	Reykjavik	21-Jan-08	A332	RAN W	360	380	2000	W/B RAN F360 climbed F380 10 mins prior to restriction (at 71N040W). L-o-S with AFL315 F370 55nm lateral.
H/08/1/9	Reykjavik	22-Jan-08	B763	RAN W	310	290	-2000	W/B RAN F310 emergency descent F310 due severe turbulence. Recleared F290. L-o-S with FIN5 7 mins behind at F300
H/08/1/10	Gander	26-Jan-08	MD11	OTS E	290	301	1100	E/B OTS failed to comply with restriction in clearance to descend to cross 51/50 at F290. Crossed at F301.
H/08/1/14	Shanwick	30-Jan-08	B744	OTS E	390	340	-5000	E/B OTS F390 descended F340 without clearance due low fuel temp.
H/08/1/15	Reykjavik	31-Jan-08	A346	RAN W	300	320	2000	W/B RAN F300 entered OCA from Stavanger at GUNPA at F320. ATC Co-ordination error.

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H/08/1/16	Gander	15-Jan-08	B744	RAN E	370	330	-4000	E/B RAN F370 descended without clearance F330 due turbulence after 45 deg R turn offsetting 5nm R of track. No clearance available at F330 - offered and accepted F310. L-o-S with 2 a/c at F330 and 350.
H/08/1/17	Shanwick	16-Jan-08	B763	RAN E	330	350	2000	E/B RAN F330 routing 47/20 PASAS STG cleared climb F350 to cross 15W level. Revised level not passed to Madrid ACC (PASAS is boundary EGGX/LECM). 11min unco-ordinated level - zero time for oceanic risk.

NOTES:

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

**January 2008 reported NAT occurrences**

**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
B/08/1/1	New York	13-Jan-08	B763	350	55	RAN E	Wrong Information
B/08/1/2	Gander	15-Jan-08	B763	320	60	RAN W	Wrong Information
B/08/1/3	Santa Maria	18-Jan-08	B764	340	60	RAN E	Wrong Information
B/08/1/4	Santa Maria	24-Jan-08	B744	340	42	RAN W	Wrong Information

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

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**(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/08/1/1	Shanwick	10-Jan-08	B763	330	19	OTS W	Cleared PIKIL 57/20 observed entering OCA 19nm N of PIKIL and cleared by Shannon DCT 57/20.

***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/08/1/1	14-Jan-08	Shanwick	A343	E/B RAN cleared 56/20 PIKIL ELPIN reported (ADS) 56/20 PIKIL ODLUM. Followed flight plan iso reclearance.
I/08/1/2	16-Jan-08	Shanwick	A319	E/B RAN cleared 55/20 RESNO ODLUM reported at 55/20 routing RESNO BABAN. Followed flight plan iso clearance.
I/08/1/3	18-Jan-08	Shanwick	B744	E/B RAN cleared 57/20 PIKIL ELPIN reported 57/20 PIKIL ODLUM (Followed flight plan iso clearance).
I/08/1/4	21-Jan-08	Gander	GLF4	E/B RAN F410 cleared 51/40 53/30 55/20 RESON ODLUM reported 51/40 53/30 54/20. Followed flight plan iso clearance.