

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

May 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/07/5/1	Gander	01-May-07	BE9	RAN E	230	170	-6000	Descended without clearance	ACC	Commenced descent into BGBW prior to receiving clearance. Restriction owing to opposite direction traffic at F180.(Final level and height deviation estimated as not stated in report).	N/A	N/A
H/07/5/2	Shanwick	08-May-07	F2TH	RAN W	400	420	2000	Climbed without clearance	ACC	W/B RAN climbed without clearance crossing 57/30 to F420	1	11
H/07/5/3	Shanwick	14-May-07	C130	RAN E	230	150	-8000	Descended without clearance	ACC	E/B RAN engine shutdown and descent without clearance. No emergency declared.	N/A	N/A

NOTES:

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

May 2007 reported NAT occurrences

2. 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)	OTS /RAN	REMARKS
B/07/5/2	Shanwick	28-May-07	B763	310	28nm	RAN W	Wrong Information
C/07/5/1	Reykjavik	07-May-07	P3	260	>60	RAN	Misunderstood clearance

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

¹ Time spent at wrong level (min)

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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/07/5/1	Reykjavik	10-May-07	C210	170	7	RAN E	Cleared ALDAN RATSU BARKU observed routing ALDAN ATSIX (7nm off track). Crew admitted waypoint insertion error.
L/07/5/2	Reykjavik	11-May-07	C172	150	21	RAN E	Cleared ALDAN RATSU due no HF. Observed 21nm S of cleared track following FPL route.
L/07/5/3	Reykjavik	13-May-07	B763	340	20	RAN W	W/B RAN cleared RATSU 63/20 F340 observed heading for 65/20 after RATSU. L-o-S (30nm lateral)with UAL941 parallel 1 deg N. Incorrect readback of clearance not detected by Iceland Radio.

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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/07/5/1	03-May-07	Gander	C17	W/B OTS cleared 58/50 PORGY YHO. Reported 58/50 PORGY 55/59. (Crew error - followed flight plan iso clearance).
I/07/5/3	04-May-07	Gander	B744	E/B RAN reported at 45N routing to wrong positions after 47/40
I/07/5/2	06-May-07	Gander	GLF5	W/B RAN F430 cleared 55/50 OYSTR STEAM. Reported 55/50 OYSTR YPN. (Crew error - followed flight plan iso clearance)
I/07/5/3	10-May-07	Shanwick	B744	E/B RAN cleared 56/20 RESNO ODLUM reported (ADS) 56/20 RESNO BABAN. Followed flight plan iso clearance.
I/07/5/4	16-May-07	Shanwick	A343	E/B RAN cleared 49/20 SOMAX GIPER Reported 49/20 SOMAX KENUK (Crew error -followed flight plan iso clearance)

NORTH ATLANTIC NAVIGATIONAL AND HEIGHT-KEEPING ERRORS

Reported to the North Atlantic Central Monitoring Agency

(De-identified data)