

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

September 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/07/9/2	Shanwick	05-Sep-07	A332	RAN W	340	360	2000	ATC Co-ordination error	ACC	W/B RAN F340 cleared F360 from 22W. Co-ordinated with Gander at F340. Resolved prior to 30W (zero time).	1	0
H/07/9/3	Reykjavik	06-Sep-07	B772	RAN W	340	350	1000	ATC Co-ordination error	ACC	W/B RAN co-ordinated Scottish/Reykjavik at F340. Climbed as cleared by Shanwick F350 after ERAKA without revision to Reykjavik.	0	30
H/07/9/5	Reykjavik	08-Sep-07	A332	RAN E	390	370	-2000	ATC Co-ordination error	ACC	E/B RAN entered Reykjavik from Gander at 64/60 F370 iso F390 as co-ordinated. 8 mins at unco-ordinated FL.	1	8
H/07/9/7	Shanwick	11-Sep-07	B773	RAN W	320	360	4000	Climbed by ATC in error	ACC	W/B RAN cleared SIVIR BERUX MUDOS by Shanwick F320. Climbed by Madrid ACC within Shanwick airspace without co-ordination. <10mins at uncleared FL.	3	10
H/07/9/6	Shanwick	11-Sep-07	B763	RAN E	330	340	1000	Climbed by ATC in error	ACC	E/B RAN cleared by Shanwick 47/15 BEGAS VES F330. Madrid ACC climbed a/c to F340 some 5nm N of BEGAS without co-ordination.	0	1
H/07/9/11	Reykjavik	21-Sep-07	PAY4	RAN E	200	207	700	Climbed without clearance	ACC	E/B RAN 55nm SE of KEF. Climbed without clearance F207. L-o-S with SAS1801 F210 opposite direction (TCAS RA climbed 1000ft). See also E/07/9/3.	0	3
H/07/9/1	Shanwick	02-Sep-07	B744	RAN W	280	285	500	Entered Oceanic Airspace at Uncleared Level	ACC	Cleared to enter Shanwick at ETIKI F280. Crossed ETIKI F285 descending.	0	1
H/07/9/4	Reykjavik	07-Sep-07	C130	RAN W	200	180	-2000	Descended without clearance	ACC	W/B RAN F200 observed on radar F180. Misunderstood clearance? Approx 40mins at uncleared FL (below MNPSA).	0	40
H/07/9/8	Shanwick	12-Sep-07	K35R	RAN E	270	280	1000	Entered Shanwick from Santa Maria at wrong level	ACC	E/B RAN PASAS 48/10 LASNO GAPLI co-ordinated at F270 but reported PASAS F280 (23 mins after passing).	0	23
H/07/9/9	Reykjavik	17-Sep-07	DA42	RAN W	130	80	-5000	Descended without clearance	ACC	W/B RAN F130 descended without clearance F080 due icing. <30mins at uncleared level. No HF - difficulty with comms.	0	<30

¹ Time spent at wrong level (min)

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H/07/9/10	Reykjavik	18-Sep-07	M7	RAN E	110	120	1000	Climbed without clearance	ACC	E/B RAN F110 climbed F120 without clearance due icing (30-35mins at wrong FL).	0	35
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NOTES:

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

September 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/07/9/1	Reykjavik	21-Sep-07	CL30	390	30	RAN W	Wrong Information

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/07/9/1	Gander	04-Sep-07	A346	370	20nm	RAN E	Cleared 62/60 62/50 62/40 reported at 60W routing to 63/50 63/40. Followed flight plan iso clearance. Clearance had been correctly acknowledged on delivery.
L/07/9/2	Shanwick	23-Sep-07	B744	370	18	RAN E	Reported at 30W routing to wrong position after 49/20. No response from a/c when requested to confirm routing. Deviated from cleared route after 49/20 (18nm lateral deviation) prior to correction.

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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/07/9/1	02-Sep-07	Shanwick	B763	E/B RAN cleared 55/30 55/20 DOGAL reported 55/30 55/20 VENER (Followed flight plan iso clearance).
I/07/9/2	03-Sep-07	Shanwick	GLF4	E/B RAN F410 reported at 30W routing to wrong position after 56/20. Followed flight plan iso clearance.
I/07/9/3	06-Sep-07	Shanwick	B752	E/B OTS reported at 20W routing to wrong position after RESNO. (Flight plan corresponded with cleared route) Crew error.
I/07/9/4	06-Sep-07	Shanwick	B772	E/B RAN reported at 20W routing to wrong position after RESNO. Followed flight plan iso clearance.
I/07/9/5	09-Sep-07	Gander	GLEK	E/B RAN F410 cleared 64/30 63/20 reported routing 64/30 FLOSI.
I/07/9/6	10-Sep-07	Shanwick	F900	W/B OTS cleared 52/30 51/40 49/50. Reported 52/30 51/40 48/50. (Crew error - followed flight plan iso clearance).
I/07/9/7	13-Sep-07	Shanwick	B744	E/B RAN cleared 62/40 61/30 59/20 GOMUP GINGA Reported 61/30 59/20 58/15 (approx 8nm N of cleared track)(Followed flight plan iso clearance)
I/07/9/8	16-Sep-07	Shanwick	B763	E/B RAN cleared 62/40 61/30 59/20 GOMUP GINGA Reported 61/30 GOMUP TIR (Followed flight plan iso clearance)
I/07/9/9	18-Sep-07	Shanwick	A346	E/B RAN cleared 58/40 57/30 56/20 ETARI ODLUM reported 57/30 56/20 PIKIL (Followed flight plan iso clearance)
I/07/9/10	22-Sep-07	Shanwick	B736	W/B RAN reported at 45/15 routing to wrong position(s) after 45/20 (Followed flight plan iso clearance).
I/07/9/11	24-Sep-07	Shanwick	B744	E/B RAN F360 cleared 59/30 59/20 PIKIL ELPIN reported at 30W routing 59/20 DCT ELPIN. Crew error.
I/07/9/12	26-Sep-07	Shanwick	C17	W/B RAN F330 cleared DOGAL 54/20 55/30 55/40 reported DOGAL 54/20 54/30. Crew error.
I/07/9/13	30-Sep-07	Shanwick	B772	E/B RAN cleared 51/20 DINIM GIPER reported 51/20 DINIM KENUK. Followed flight plan iso clearance.

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