

Oceanic Errors Safety Bulletin (OESB)
OESB-02-07

ICAO North Atlantic Working Groups composed of industry, ATC and state regulators have noted repetitive oceanic errors. These include **Gross Navigation Errors** (25nm or more), **Large Height Deviations** (300 feet or more) and **Erosion of Longitudinal Separation**. Operators are reminded that the safety of the airspace is constantly monitored and its performance is reviewed. Thus, repeated errors present a recurring hazard and pose a threat to overall flight safety.

This OESB is intended for distribution to industry and training centers. The OESB will also be posted on various websites to enable broad distribution and rapid updates. In addition, the OESB should be used in conjunction with the guidance detailed in the current edition of the NAT MNPS Operations Manual (Sept. 2005) www.nat-pco.org. Questions and comments should be addressed to natcma@nats.co.uk

Operators should consult www.nat-pco.org for the most current version of the OESB.

A **sample oceanic checklist** also has been developed using many of the recommendations found in this OESB. The sample oceanic checklist can be viewed at www.nat-pco.org

The following are recommendations to reduce oceanic errors that should be addressed in initial and recurrent ground training:

Gross Navigation Errors (GNE's)

- 1) A reclearance scenario is the prime cause for most navigational errors. Crews must ensure they correctly copy the RECLEARANCE, reprogram (and execute) the FMS (or Long Range Navigation System, LRNS), update the Master Computer Flight Plan (CFP) and update the plotting chart. The FMS crosschecks for the clearance should include distance and track checks between the new waypoints.
- 2) Crews must follow a RECLEARANCE (and not the previous flight plan). The captain should assure that all flight crew members are aware of the details of the RECLEARANCE by briefing all non-flying flight crew members.
- 3) Ground crosschecks of the Long Range Navigation System (LRNS) should include distance and track checks between waypoints. Enroute procedures must also include distance and track checks when passing a waypoint.
- 4) The crosscheck of the FMS coordinates should include comparing the expanded coordinates against the flight plan.
- 5) Mandatory use of the plotting chart should include a 10 min plot noting the coordinates and time on the chart. Compare all oceanic waypoints on the chart against the Master CFP.
- 6) Fly the clearance - not the flight plan.

