



international business aviation council, ltd.

1 August 2007

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**NAVIGATION ERROR OCCURENCES IN NAT OCEANIC AIRSPACE**

The International Business Aviation Council (IBAC) is very aware of the disproportionate number of business aircraft involved in the occurrences of navigation errors in NAT oceanic airspace. Accordingly, at the end of 2006 IBAC set up a Task Force to examine the problem with the aim of ultimately reducing the number of navigation errors i.e. Gross Navigation Errors and/or large height deviations involving business aircraft.

This IBAC initiative has the support of the NAT Safety Management Coordination Group (SMCG), a subordinate body of the ICAO North Atlantic Systems Planning Group (NAT SPG).

The first meeting of the TF was held in December 2006.

During the December TF meeting the discussions included topics such as crew training, crew currency, and company operations manuals etc. It was readily apparent that little information was available re individual company training and procedures etc. It was therefore not possible to identify whether, and the extent to which training and currency were among the factors associated with navigation errors involving business aircraft.

The TF recognized early on that to move forward it needed to learn and understand more about the less obvious and less apparent causes of navigation errors. It also identified the need to formulate a sustainable outreach/communications strategy and to identify various mediums/channels that can be relied upon to disseminate effectively relevant information to the diverse community of the operators of business aircraft.

The TF therefore concluded that most, if not all, of these imponderables could only be answered by resort to a carefully constructed questionnaire, which could be distributed as an adjunct to the investigation of a navigation error and to make an appeal to the operator/crew involved to cooperate with this IBAC initiative.

IBAC would therefore be grateful if you would complete and return the short questionnaire attached hereto.

**Please be assured that any information you provide will remain confidential, will be consolidated and only be used by IBAC. You have my personal guarantee that operator specific information will not be made available to regulatory authorities or to the ATS unit which is responsible for investigating the error involving your aircraft.**

Thank you in anticipation of your cooperation.

Yours sincerely,

Donald D. Spruston  
Director General

*"The recognized  
forum for leveraging  
strengths of Members  
to enhance the safety,  
acceptance and  
economic contribution  
of business aviation  
globally."*

**To:**  
**Director General**  
**Mr. Donald D. Spruston**  
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**CANADA**

Category of Operation	Commercial/ Non-commercial	
Within or Outside MNPS/RVSM airspace		
Type of Occurrence ...	GNE/ Large Height Deviation/Both	

Question	Yes	No	Remarks
<p>Are you, the aircraft operator (i.e. flight department/company), a Member of one of the following IBAC Member Associations: ABAA, ABAG, BAASA, BAAI, BBGA, CBAA, EBAA, EBAA-France, GBAA, IBAA, JBAA, MEBA or NBAA?</p> <p>If your answer is "No", please identify the communications medium, or forum, that offers the best prospect for conveying to you information/advice to promote navigation best practices.</p>			
<p>Were you/or your crew aware of the existence of the NAT MNPS Operations Manual, the Oceanic Errors Safety Bulletin (OESB)* and the Sample Oceanic Checklist and that these document are freely downloadable from <a href="http://www.nat-pco.org">www.nat-pco.org</a> ?</p> <p><i>* this Bulletin highlights the repeat errors that should be focussed on during training and routine flights.</i></p>			
<p>Did the crew on this flight have available to them either a company operations manual or an international operations procedures document containing specific procedures relating to flights in NAT MNPS/RVSM airspace?</p> <p>If so, were they knowledgeable of the content of these documents?</p> <p>Did the crew have and use a checklist?</p>			
<p>Did either crew member have any previous practical experience in the conduct of NAT MNPS/RVSM operations?</p>			
<p>Did the crew complete an initial training course for NAT MNPS/RVSM operations.</p> <p>If so, with whom and when?</p>			
<p>Do your crews complete recurrent training in MNPS/RVSM procedures on a regular basis?</p> <p>How many months prior to this event did the crew undergo such recurrent training?</p>			
<p>How frequently does this crew operate NAT MNPS/RVSM flights?</p>			

Are there any particular factors, measures or procedures which you consider contributed to this event?

<b>Contributing Factors</b>	<b>Yes</b>	<b>No</b>
Confusion with clearance?		
Ambiguity with clearance?		
Radio communications problems?		
Language		
Adequacy of SOPs? e. g. the requirement for independent verification of FMS data entry, including looking at the expanded coordinates page as well as checking magnetic courses and distances between each waypoint .to within +/- 2 degrees or 2 nm.		
Non-adherence to SOPs?		
Long duty day/late night?		
Other fatigue?		
Was a re-clearance given?		
If so, was this cause of confusion?		

Where a 'Yes' box has been checked, please elaborate in free text below.

<b>Free text (for the inclusion of any other comments/remarks)</b>
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<b><i>OPTIONAL</i></b>
<b>Name:</b>
<b>Title:</b>
<b>Company:</b>
<b>Tel:</b>
<b>Email:</b>