



*NAT DOC 010*

# *Consolidated Reporting Responsibilities Handbook*

## **North Atlantic Region**

*Draft December 2020*

*Prepared by the ICAO European and North Atlantic Office*

*on behalf of the North Atlantic Safety Oversight Group (NAT SOG)*

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## 1. FOREWORD

**This document is for guidance only. Regulatory material relating to North Atlantic Region (NAT) operations is contained in relevant ICAO Annexes, PANS-ATM (ICAO Doc 4444), Regional Supplementary Procedures (ICAO Doc 7030), State Aeronautical Information Publications (AIPs) and current Notices to Airmen (NOTAMs), which should be read in conjunction with the material contained in this document.**

1.1 This document is primarily for the information of the ICAO North Atlantic Region States and their air navigation service providers (ANSPs). It compiles relevant reporting requirements and guidance in response to the NAT Systems Planning Group (NAT SPG), **Conclusion 48/20 - Consolidated ICAO NAT Region safety occurrence reporting requirements document**, which directed the NAT Safety Oversight Group (NAT SOG) to develop a document in which all region-specific safety occurrence reporting requirements are consolidated.

*Edited by*

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1.2 This manual has been produced on behalf of the NAT SPG; a North Atlantic regional planning body established under the auspices of the International Civil Aviation Organization (ICAO). This group is responsible for developing operational requirements, specifying the necessary services and facilities, and defining the aircraft and operator approval standards employed in the NAT Region. Further information on the functions and working methods of the NAT SPG, together with the NAT Regional Safety Policy Statement, are contained in the NAT SPG Handbook, which is available from the ICAO website: under “Regional Offices,” “Paris,” the location of the European and North Atlantic Regional Office.

1.3 This document can be accessed and downloaded from the ICAO website <http://portal.icao.int> as described in the paragraph above. This website will also include any noted post publication errata (changes) or addenda (additions) to the current edition. The document will be reissued on a recurrent basis as needed.

1.4 To assist with the editing of this manual and to ensure the currency and accuracy of future editions it would be appreciated if readers would submit their comments and/or suggestions for possible amendments and/or/additions to the ICAO EUR/NAT Office at the email address: [icaoeurnat@paris.icao.int](mailto:icaoeurnat@paris.icao.int).

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## RECORD OF AMENDMENTS

*Provisional Edition, 2015 [C48/20]*  
*Edition - June 2019 [C55/23]*  
*[Edition – December 2020](#)*

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## 2. REGION-SPECIFIC REPORTING RESPONSIBILITIES

Report vertical deviations of 90m (300ft) or more, lateral deviations, and longitudinal losses of separations with the following data to the NAT CMA in a timely manner if the event occurred in the NAT HLA via email, or the North Atlantic Deviations and Error Monitoring Application (NAT-DEMA)

Report to the NAT CMA in a timely manner all: vertical deviations of 90m (300ft) or more; lateral deviations (except where SLOP is correctly applied); longitudinal losses of separations; coordination errors; and prevented deviations occurring in the NAT HLA. The following information should be reported using the NAT Events Reporting Application (NERA):

<u>Event Type</u>	<u>MINIMUM DATA TO BE PROVIDED TO THE NAT CMA</u>	<u>Reference</u>
<u>Vertical Deviation of 90m (300ft) or more</u>	<ul style="list-style-type: none"> <li>• <u>Event type</u></li> <li>• <u>Date and time the event occurred</u></li> <li>• <u>Start and end locations of the occurrence, where available</u></li> <li>• <u>Indication whether the event occurred on the NAT OTS or Random route</u></li> <li>• <u>Aircraft identification, type, departure and destination, equipment carried</u></li> <li>• <u>Flight level assigned by ATC or, coordinated between ATC Units or, correct level to be flown in accordance with contingency procedures, as applicable</u></li> <li>• <u>Observed uncleared/uncoordinated flight level</u></li> <li>• <u>Indication whether Loss of separation occurred and if yes, details of Loss of Separation</u></li> <li>• <u>Filed flight plan details</u></li> <li>• <u>FDPS System Logs</u></li> <li>• <u>Event summary</u></li> <li>• <u>Operator responses, findings and conclusions (including causes and contributory factors) arising from the reporting</u></li> </ul>	<u>NAT SPG Conclusion 56/xx</u>

All Lateral Deviations (except where SLOP is correctly applied)

- Event type
- Date and time the event occurred
- Start and end locations of the occurrence, where available
- Indication whether the event occurred on the NAT OTS or Random route
- Aircraft identification, type, departure and destination, equipment carried
- ATC cleared route and if different, the observed or reported route, including for a subsequent route portion not yet flown
- Maximum distance deviated off cleared track (NMs)
- Indication whether Loss of separation occurred and if yes, details of Loss of Separation
- Filed flight plan
- FDPS System Logs
- Event summary
- Operator responses, findings and conclusions (including causes and contributory factors) arising from the reporting Unit's investigation of the event

NAT SPG Conclusion 56/xx

Longitudinal Loss of Separation

- Event type
- Date and time the event occurred
- Start and end locations of the occurrence, where available
- Indication whether the event occurred on the NAT OTS or Random route
- Aircraft identification, type, departure and destination, equipment carried
- ATC cleared route
- Details of Loss of Separation
- Filed flight plan details of all aircraft involved
- FDPS System Logs
- Event summary
- Operator responses, findings and conclusions (including causes and contributory factors) arising from the reporting Unit's investigation of the event

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<u>Coordination Error</u>	<ul style="list-style-type: none"> <li>• <u>Event type</u></li> <li>• <u>Date and time the event occurred</u></li> <li>• <u>Start and end locations of the occurrence, where available</u></li> <li>• <u>Indication whether the event occurred on the NAT OTS or Random route</u></li> <li>• <u>Aircraft identification, type, departure and destination, equipment carried</u></li> <li>• <u>Coordinated route</u></li> <li>• <u>Duration unprotected by ATC</u></li> <li>• <u>Indication whether loss of separation occurred and if yes, details of loss of separation</u></li> <li>• <u>Filed flight plan</u></li> <li>• <u>FDPS System Logs</u></li> <li>• <u>Event summary</u></li> <li>• <u>Operator/ANSP responses, findings and conclusions (including causes and contributory factors) arising from the reporting Unit's investigation of the event</u></li> </ul>	<u>NAT SPG</u> <u>Conclusion 56/xx</u>
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<b>MINIMUM DATA TO BE PROVIDED TO THE NAT CMA</b>
<u>event type</u>
<u>date and time the event occurred</u>
<u>start and end locations of the occurrence, where available</u>
<u>whether the event occurred on the NAT OTS</u>
<u>aircraft identification, type, departure and destination</u>
<u>assigned flight level and, if different, the observed flight level</u>
<u>assigned speed and, if different, the observed or reported speed</u>
<u>assigned route and if different, the observed or reported route, including for a subsequent route portion not yet flown</u>
<u>details of Loss of Separation</u>
<u>flight plan</u>
<u>FDPS System Logs</u>
<u>communications or surveillance mode used to detect the event (i.e. Mode C, ADS-B, ADS-C, pilot report, etc.)</u>
<u>an initial event summary</u>
<u>Operator responses, findings and conclusions (including causes and contributory factors) arising from the unit's investigation of the event</u>

Report to [Wake.WakeTurbulence@nats.co.uk](mailto:Wake.WakeTurbulence@nats.co.uk) and [natcma@nats.co.uk](mailto:natcma@nats.co.uk)

Type of Information	Contents:	Reference
Wake Turbulence Events	Use the Wake Turbulence Reporting Form Information goes into the Wake Vortex database	North Atlantic Operations and Airspace Manual (NAT Doc 007) Attachment 3

Report traffic activity data to NAV Canada.

Type of Information	Contents:	Reference:
Traffic Activity Data	<ol style="list-style-type: none"> <li>i. Gregorian Date, Julian Day and Year for the Oceanic Control Area Entry Date;</li> <li>ii. Flight Registration, Class, Aircraft Type and Equipment;</li> <li>iii. Direction, Track, Origin and Destination;</li> <li>iv. Oceanic Point of Entry (POE) and Point of Exit (POX) as fix name or 4900N02000W format, time and flight level of Oceanic POE and Oceanic POX;</li> <li>v. Speed at Oceanic point of entry</li> <li>vi. Latitude (half degree if necessary), time and flight level at 00W, 10W, 20W, 30W, 40W, 50W, 60W (as appropriate);</li> <li>vii. Latitude, longitude, time and flight level for the Oceanic Control Area Point of Entry (OCAPOE) and Oceanic Control Area Point of Exit (OCAPOX)</li> <li>viii. In comma-separated-variable (CSV) format.</li> </ol> <p>For further details per refer to the NAT MWG Handbook.</p>	NAT SPG conclusion 55/23

Report the following to the DLMA through the website, <http://www.fans-cra.com/>

Type of Information	Contents:	Reference
Data Link Issues	Required content: <a href="http://www.fans-cra.com/">http://www.fans-cra.com/</a>	NAT SPG Conclusion 46/3

*Note:* in some cases a report may be required (depending on the nature of the event) to both the DLMA and CMA.

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