

# Oceanic Errors on the North Atlantic

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ICAO have updated their “Oceanic Errors” NAT Ops Bulletin – the doc which has all the advice for operators on **how to avoid the common mistakes when flying the North Atlantic**.

These include: Gross Nav Errors, Large Height Deviations, and Longitudinal Separation busts. There’s also some advice on Flight Planning, SLOP, and some datalink things to watch out for.

You can download the NAT Ops Bulletin [here](#):



# NAT OPS BULLETIN

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The purpose of North Atlantic Operations Bulletin 2017-002\_Revision 07 is to promulgate the Oceanic Errors Safety Bulletin (OESB).

*Any queries about the content of the attached document should be addressed to:  
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<sup>1</sup> This NAT OPS Bulletin supersedes Serial Number: 2017-002 Revision 06.

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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 North Atlantic Operations and Airspace Manual (NAT Doc 807). This manual can be found at <http://www.icao.int/EURNAT/Pages/efcom.aspx> under: "EUR/NAT Documents > NAT Documents > NAT Documents > NAT Doc 807." Operators should consult <http://www.icao.int/EURNAT/Pages/efcom.aspx> for the most current version of the OESB under "EUR/NAT Documents > NAT Documents > NAT OPS Bulletin." A sample oceanic checklist has been developed using many of the recommendations found in this OESB and can be downloaded via the same links. The OESB is promulgated by the NAT Safety Oversight Group (NAT SOG). Questions or comments regarding this Bulletin may be directed to The European and North Atlantic Office of ICAO: [icaonernat@icao.int](mailto:icaonernat@icao.int).

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Looks like there are no big changes in terms of content for this updated version when compared with the old one from last year – they’ve improved the language to be more friendly to human ears, and corrected some of the references. But if you operate over the North Atlantic it’s still worth a read, as there’s lots of **top tips on how to avoid the most common gotchas!**