U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ORDER 7110.82D

National Policy

Effective Date:
06/03/09

SUBJ: Reporting Oceanic Errors

1. Purpose of This Order. This order establishes procedures for reporting Gross Navigation Errors (GNE), height errors, time (longitudinal) errors, and Special Area of Operations (SAO) verification in oceanic airspace. All aircraft involved in any of the above in a controller's airspace, whether U.S., military, or foreign, must be reported in accordance with this document.

2. Audience. The primary audience for this order is air traffic center controllers and safety offices. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

3. Where You Can Find This Order. Inspectors can access this order through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators and the public can find this order at http://fsims.faa.gov.

4. What This Order Cancels. Order 7110.82C, Monitoring of Navigation, Longitudinal Separation, and Altitude Keeping Performance in Oceanic Airspace, dated 4/11/00, is canceled.

5. Explanation of Changes.

a. Title Change. The title of this order was changed from Monitoring of Navigation, Longitudinal Separation, and Altitude Keeping Performance in Oceanic Airspace.

b. Update. This order was changed to update reporting procedures for all oceanic errors.

c. Terminology. The terms Oceanic Navigation Error Report (ONER), Oceanic Altitude Deviation Report (OADR), and Erosion of Longitudinal Separation (EOLS) have been changed to harmonize with ICAO reporting terminology.

(1) GNE replaces ONER.

(2) Height Error replaces OADR.

(3) Time Error replaces EOLS.

(4) SAO verification replaces letter of authorization (LOA) verification.

(5) Added the term "Intervention" to the list of errors.

d. Guidance. Procedures for investigating oceanic error reports were moved to Order 8900.1, Volume 7, Chapter 3, Section 1, Investigating Oceanic Errors.

6. Distribution. This order is distributed in the Washington Headquarters to the:

- All air route traffic control centers (ARTCC); Combined Center Radar Approach Control (CERAP), and Control Facilities
- Air Traffic and Flight Standards Divisions;
- Branch level in the Air Traffic and Flight Standards Services (AFS);
- Branch level in the Office of International Aviation (AIA);
- Office of the Chief Counsel (AGC);
- Regional administrator level in the regions;
- Branch level distribution in the Regional Counsel;
- Division level in the Federal Aviation Administration (FAA) Academy at the Mike Monroney Aeronautical Center (MMAC);
- Division level at the William J. Hughes Technical Center;
- All FSDOs and certificate management offices (CMO); and
- All International Field Offices (IFO).

7. Background. International Civil Aviation Organization (ICAO) working groups composed of industry, air traffic control (ATC) and state regulators meet regularly to discuss oceanic errors in detail. Oceanic airspace is procedural airspace based on strategic clearances, which means controllers issue oceanic clearances and aircrews must follow specific navigation, speed, and altitude procedures. Because many oceanic errors occur in the non-radar environment, they tend to be more pronounced and of a longer duration than those within radar coverage. Therefore, whether or not there is a loss of separation, the reporting of oceanic errors is essential for evaluating the overall safety of oceanic airspace. Besides being hazards to flight safety, they create barriers to future reductions in separation. Timely reporting of oceanic errors allows prompt corrective action.

8. Definitions.

a. GNE. Lateral errors of 25 nautical miles (NM) or more from the aircraft's cleared route.

b. Intervention. Occurs when an aircraft reports an incorrect routing and ATC intervenes to correct the error before the aircraft actually executes the incorrect routing.

c. Height Error. Errors of 300 feet or more from a clearance altitude.

d. Time Error. Occurs when an aircraft's reported actual time of arrival (ATA) is more than 3 minutes before or after the estimated time of arrival (ETA). (For North Atlantic (NAT) the criteria is 3 minutes or more.)

e. SAO. SAO verification is not an error but is a request to verify that the operator has a current LOA, management specification (MSpec) or operations specification (OpSpec) for operation in the SAO.

9. Procedures. (See Figure 3, Oceanic Error Report Flowchart).

a. Observing an Error. When ATC observes an oceanic error, as defined in paragraph 8 a through d above or any other time it deems appropriate, it will:

(1) Query the crew about the observed error and advise them a report is being filed.

(2) Complete FAA Form 7110-82, Oceanic Error Report (see Figure 1).

Note: Electronic version of FAA Form 7110-82 is on http://feds.faa.gov/ and will be available through ATQA in a future software update.

(3) If ATC determines there was a potential Pilot Deviation (PD), in addition to completing FAA Form 7110-82, use Figure 2, to assist in completing FAA Form 8020-17, Preliminary Pilot Deviation Report.

Note: Determination of a PD is based on the definitions in paragraph 8 above.

(4) Send the completed documents by e-mail to:

(a) For North Atlantic errors:

1. nat.errors@faa.gov, and

2. natcma@nats.co.uk.

(b) For all other oceans send to:

1. oceanic.errors@faa.gov, and

2. parmo@faa.gov.

b. Submission. Upon submission of the report, the following actions will be taken:

(1) The FAA Navigation Specialists will coordinate with the appropriate office to investigate each error, as appropriate.

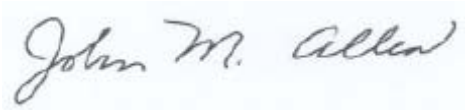
(2) FAA Flight Standards and ICAO scrutiny groups review the errors and use the data to identify trends, training issues, and procedural problems.

(3) The FAA Technical Center will use the data for statistical analysis.

Note: The importance of filing oceanic error reports cannot be overemphasized. Even when there is no loss of separation, the fact that an error occurred requires it be reported. Although an investigation can result in enforcement action, its purpose is to determine trends, identify inadequate procedures, spot training deficiencies, and ensure we have as safe an operation as possible.

10. Contacts.

- Headquarters (AFS-470): (202) 385-4623.
- William J. Hughes Technical Center (AJO-7B10), (609) 485-6675.



John M. Allen
Director, Flight Standards Service

Figure 1. Oceanic Error Report

COMPLETED BY ATC		
□ Gross Navigation Error □ Intervention □ Height Error □Time Error □ SAO Verification		
Reporting Agency:		
Date of Occurrence: Time of Occurrence:		
Aircraft Identification or Call Sign:		
Aircraft Type: Departure: Destination:		
Communications: Data Link □ Voice □ Surveillance: ADS-C □ ADS-WPR □ Radar □		
Did ATC notify crew of occurrence:	Yes □	No □
Is an 8020-17, Preliminary Pilot Deviation Report, being filed:	Yes □	No □
Was there a Loss of Separation?	Yes □	No □
If Intervention or Gross Navigation Error (25 nm or more from cleared route):		
ATC cleared route or track:		
Actual route or track:		
Radar position (lat/long) and distance left/right of track:		
Duration (length of time) of navigation error:		
Was this a re-route?	Yes □	No □
Was this a weather or turbulence event?	Yes □	No □
Did pilot exercise emergency command authority?	Yes □	No □
Was crew following the filed flight plan instead of clearance?	Yes □	No □
If Height Error (300 feet or more from assigned altitude):		
Assigned Flight Level/Altitude:		
Actual Flight Level/Altitude:		
Did crew have a conditional clearance?	Yes □	No □
Duration of time at wrong Flight Level/Altitude:		
If Time Error (ATA is 3 minutes or more from ETA at fix or reporting point):		
If SAO Verification (Authorization by LOA, MSpec, or OpSpec):	Yes □	No □
Comments:		
Attach flight plan data, communications records, etc.		
Submitter contact information (name/phone):		

FAA Form 7110-82 (9-08)

Figure 2. Form 8020-17, Preliminary Pilot Deviation Report Job Aid

BLOCK(S)	
1 – 8	Complete known information.
9 "Type of Operation"	Select I. "Others," "Oceanic."
11 "Number of Aircraft involved"	If loss of separation, enter information on all aircraft.
12 "Type of Deviation"	Mark B
13 – 15 "Surface Deviation"	N/A
16 – 21	Self explanatory
22 "Location in Traffic Pattern"	N/A
23 "Operational Control Area"	Mark G. "Special Use Airspace", specify "OCEANIC."
24 – 25	Self explanatory.
26 "Preliminary Information"	Mark F. "Special Use Airspace, Specify OCEANIC."
27 – 35	Self explanatory.

Figure 3. Oceanic Error Report Flowchart