

NORTH AMERICAN ICE SERVICE (NAIS) – ICEBERG CHART

The North American Ice Service (NAIS) is a partnership between the International Ice Patrol (IIP), the U.S. National Ice Center (USNIC), and the Canadian Ice Service (CIS), with support from the Danish Meteorological Institute (DMI) and the U.S. National Weather Service – Alaska Region. NAIS distributes a joint iceberg chart to define the extent of the iceberg danger in the North Atlantic Ocean. The chart will be updated each day by 0000 UTC and when changing ice conditions require a revision. Additionally, when an iceberg is detected or reported outside the published NAIS Iceberg Limit, a Navigational Warning (NAVWARN) will immediately be sent by the Canadian Coast Guard Marine Communications and Traffic Service (MCTS) and an urgent NAVAREA IV message will be distributed by the U.S. National Geospatial-Intelligence Agency (NGA). These warnings will remain in effect for 24 hours. From February through August iceberg products will be immediately revised for reports received between 1200 UTC and 0000 UTC or by 1400 UTC if reported between 0000 UTC and 1200 UTC. A brief description of the chart's features is provided below. For additional ice information or more information regarding products and services, please visit IIP at <http://www.navcen.uscg.gov/iip> or CIS at <https://ice-glaces.ec.gc.ca>. For more detailed information regarding iceberg conditions south of Greenland, visit DMI at <http://www.dmi.dk/en/groenland/hav/ice-charts/>.

The **Numbers** on the chart represent the total number of icebergs including growlers, bergy bits, and radar targets, whose estimated positions are within the respective area bounded by one degree of latitude and one degree of longitude.

ICEBERG POPULATION DENSITY WITHIN THE AREA BOUNDED BY THE ICEBERG LIMIT IS FOR INFORMATION PURPOSES ONLY AND IS NOT INTENDED FOR NAVIGATION.

The **Estimated Iceberg Limit**, represented by the dotted line, is an estimate of the current extent of the iceberg population in this region. The estimate is based on satellite imagery analyzed by the Danish Meteorological Institute and is updated weekly.

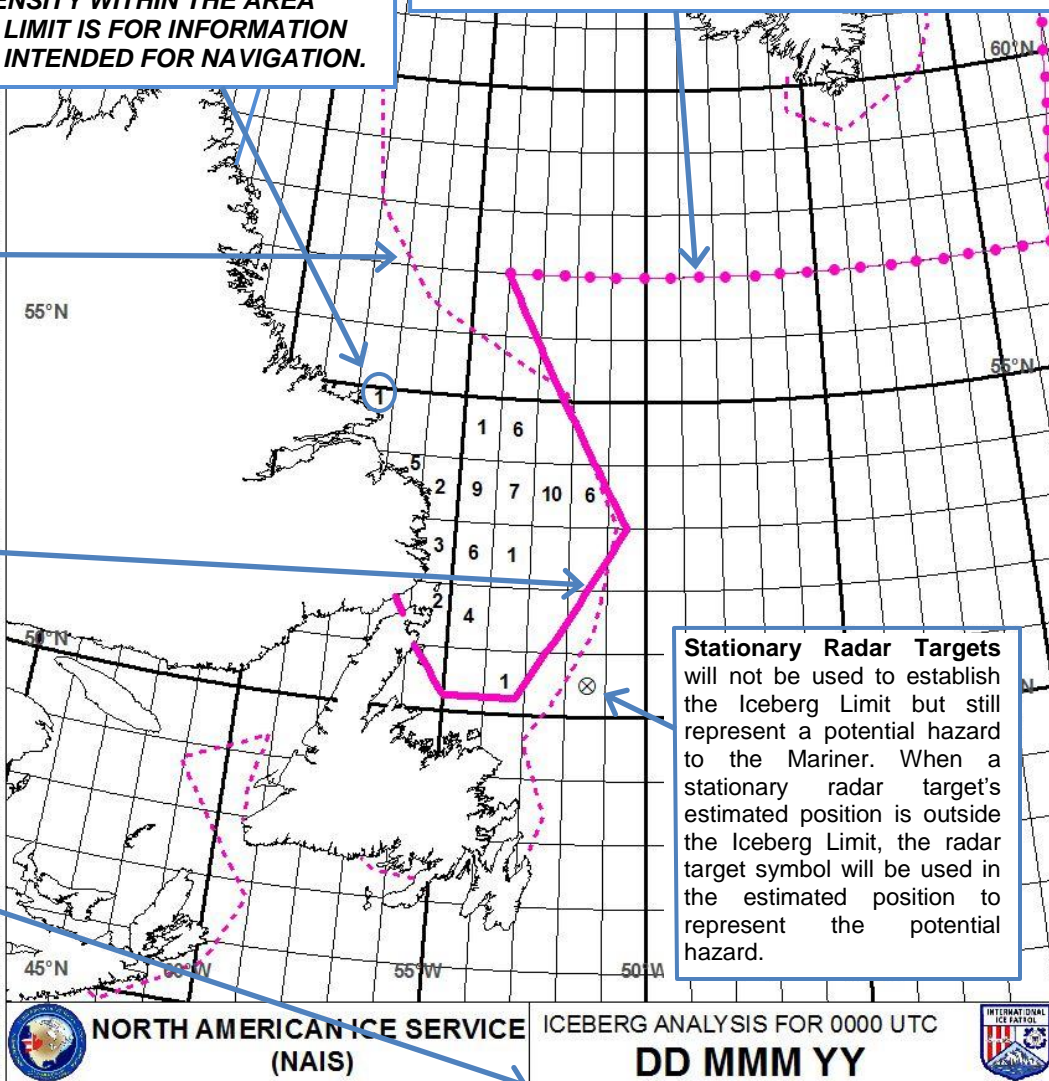
The **Sea Ice Limit** is denoted by the dashed line and represents the estimated extent of at least 1/10 sea ice concentration. More recent and detailed sea ice information is available from CIS.

The **Iceberg Limit** is denoted by a solid line and represents the extent of the iceberg population based on recent reconnaissance and computer simulated iceberg drift and deterioration. Drifted iceberg positions have an area of uncertainty that is fully encompassed by the Iceberg Limit.

The **NOTE** block will be used to indicate if a special situation applies to the chart. Examples include a chart revision (when new information is received that affects the accuracy of the chart) or a significant expansion or reduction of the Iceberg Limit (defined as at least 60 nautical miles of change in latitude or longitude from the previous Iceberg Limit).

The **Most Recent Reconnaissance** is at the end of the NOTE block. It indicates what area was most recently surveyed (SW, S, SE, E, or W limit), whether the flight was a dedicated iceberg flight or a general flight, and when the flight was flown. Northern Survey indicates reconnaissance focused on counting icebergs north of 50°N instead of delineating the iceberg extent. If a dedicated iceberg flight has flown in the last seven days, it will be considered the most recent reconnaissance.

Stationary Radar Targets will not be used to establish the Iceberg Limit but still represent a potential hazard to the Mariner. When a stationary radar target's estimated position is outside the Iceberg Limit, the radar target symbol will be used in the estimated position to represent the potential hazard.



ICEBERG ANALYSIS FOR 0000 UTC
DD MMM YY

NOTE:
Significant reduction of iceberg limit due to predicted deterioration.

For more information:
www.navcen.uscg.gov/iip
[www.ice-glaces.ec.gc.ca](https://ice-glaces.ec.gc.ca)
Most Recent Reconnaissance:
Interior Iceberg Flight DDMMYY

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