MNPS OCEANIC CHECK LIST

Flight planning

- Plotting Chart – plot route from coast out to coast in
- Equal Time Points (ETP) - plot
- Track message (current copy available for all crossings)
- Note nearest tracks on plotting chart
- Review possible navigation aids for accuracy check prior to coast out

Preflight

- Master Clock for all ETAs/ATAs
- Maintenance Log – check for any navigation/ communication/surveillance or RVSM issues
- RVSM
- Altimeter checks (tolerance)
- Wind shear or turbulence forecast
- Computer Flight Plan (CFP) vs ICAO Flight Plan (check routing, fuel load, times, groundspeeds)
- Dual Long Range NAV System (LRNS) for remote oceanic operations
- HF check (including SELCAL)
- Confirm Present Position coordinates (best source)
- Master CFP (symbols: O, V, \, X)
- LRNS programming
- Check currency and software version
- Independent verification
- Check expanded coordinates of waypoints
- Track and distance check (+ 2o and + 2 NM)
- Upload winds, if applicable
- Groundspeed check

Taxi and prior to take-off

- Groundspeed check
- Present Position check

Climb out

- Transition altitude – set altimeters to 29.92 in (1013.2 hPa)
- Manually compute ETAs above FL180

Prior to oceanic entry

- Gross error accuracy check – record results
- HF check, if not done during pre-flight
- Log on to CPDLC or ADS 15 to 45 minutes prior, if equipped
- Obtain oceanic clearance from appropriate clearance delivery
- Confirm and maintain correct Flight Level at oceanic boundary
- Confirm Flight Level, Mach and Route for crossing
- Advise ATC When Able Higher (WAH)
- Ensure aircraft performance capabilities for maintaining assigned altitude/assigned Mach
- Reclearance – update LRNS, CFP and plotting chart

- Check track and distance for new route
- Altimeter checks - record readings
- Compass heading check – record

After oceanic entry
- Squawk 2000 – 30 minutes after entry, if applicable
- Maintain assigned Mach, if applicable
- VHF radios-set to interplane and guard frequency
- Strategic Lateral Offset Procedures (SLOP) - SOP
- Hourly altimeter checks

Approaching Waypoints
- Confirm next latitude/longitude

Overhead waypoints
- Confirm aircraft transitions to next waypoint
- Check track and distance against Master CFP
- Confirm time to next waypoint
- Note: 3-minute or more change requires ATC notification
- Position report - fuel

10-minute plot (appr. 2° of longitude after waypoint)
- Record time and latitude/longitude on plotting chart – non steering LRNS

Midpoint
- Midway between waypoints compare winds from CFP, LRNS and upper millibar wind charts
- Confirm time to next waypoint

Coast in
- Compare ground based NAVAID to LRNS
- Remove Strategic Lateral Offset
- Confirm routing after oceanic exit

Descent
- Transition level - set altimeters to QNH

Destination/block in
- Navigation Accuracy Check
- RVSM write-ups