

	<b>MNPS / OCEANIC GUIDE</b>	<b>EY-SUPPL09</b>
		<b>19 JUL 12</b>

## MNPS / OCEANIC GUIDE

Applicable to: ALL A340

### PRE-DEPARTURE (Planning Stage)

#### DOCUMENTS.....CHECK

Ensure that the following documents are available:

- OFP (Master & Copy)
- Reroute form
- NAT track message (if applicable)
- NOTAMS & SNOWTAMS
- Weather briefing
- Plotting charts (X2)

#### OFP (MASTER & COPY).....CHECK

In addition to the usual OFP verification, check the following:

- The OFP reflects the correct NAT track routing (according to NAT track message if applicable)
- Check for correct flight level and Mach number in the oceanic area
- Consider requesting a new flight plan if the flight is delayed by more than 1 hour

#### ATC FLIGHT PLAN.....CHECK

In addition to the usual ATC flight plan verification, check the following:

- Item 10 should include MNPS "X" / RNP
- Compare the ATC flight plan against the OFP and NAT track message
- Elapsed time to all waypoints if filed on a random route
- Estimated elapsed time to oceanic boundary or entry point

#### NAT TRACK MESSAGE.....CHECK

Check the following:

- Validity
- TMI number
- Flight Levels
- OTS time validity (Westbound 11:30 – 19:00 / Eastbound 01:00 – 08:00 at 30° WEST)
- Any special information

#### PLOTTING CHART.....CHECK

The second team pilots (if applicable) or the PNF should prepare it on the ground if there is sufficient time or in flight.

Ensure the following:

- Information fields are correctly filled
- Actual track as well as closest OTS tracks are plotted

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## PRE-DEPARTURE (At the Aircraft)

### AIRCRAFT TECHNICAL STATUS.....CHECK

The Captain checks the ATL to determine RVSM and MNPS and capability.

#### PF & PNF:

#### INITIAL

### POSITION.....CHECK

Initial position must be independently checked and recorded on the OFP.

#### PF:

### FULL IRS ALIGNMENT.....PERFORM

### ROUTE.....ENTER INTO FMGS

Perform the following:

- If oceanic waypoints are in FM database, consider using the 5 character waypoint format; otherwise insert oceanic waypoints as per DSC-22\_20-30-10-15 P 5/44.
- Insert all en-route wind data if practicable.
- Insert step climb(s)

### ROUTE IN FMGS.....CHECK

Crosscheck LAT & LONG of oceanic waypoints. Verify track and distance between them. This crosscheck is performed from the MCDU against the master OFP.

#### PNF:

### ACCURATE TIME CHECK.....OBTAIN

Not required with GPS PRIMARY

#### HF

### SELCAL.....CHECK

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Whenever feasible, check HF and SELCAL operation. This may be performed with Stockholm Radio on 5541, 8930, 11345, 13342 and 17916.

CAUTION: DO NOT USE HF DURING REFUELLING

#### ROUTE

IN

### FMGS.....CHECK

Crosscheck LAT & LONG of oceanic waypoints. Verify track and distance between them. This crosscheck is performed from the MCDU against the master OFP.

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IN - FLIGHT	
<b><u>BEFORE ENTERING OCEANIC AIRSPACE:</u></b>	
<b><u>PNF:</u></b>	
<b>OCEANIC CLEARANCE.....</b>	<b>OBTAIN</b>
Obtain oceanic clearance from the relevant ATC unit within the prescribed time window. If clearance is obtained via voice communication, the PF should also listen to and record the clearance.	
<b><u>PF &amp; PNF:</u></b>	
<b>OCEANIC CLEARANCE / FM ROUTE / OFP.....</b>	<b>COMPARE</b>
It is the Captain's responsibility that the cleared route complies with applicable ETOPS rules and chosen alternates.	
<b><u>PF:</u></b>	
<b>FIXED MACH NUMBER.....</b>	<b>INSERT IN FMGS</b>
Enter the fixed Mach number in the FMGS as per ATC clearance.	
<b><u>FLIGHT PROGRESS.....</u></b>	<b>MONITOR</b>
The PNF shall fill in the oceanic re-route form if necessary. This document becomes the master flight plan if the IN-FLIGHT REPORT cannot be printed. If received clearance differs from the route inserted in the FMGS, it is preferable that the PF inserts the new routing in the SEC F-PLN, performs all verifications together with the PNF and then activates the SEC F-PLN.	
<b><u>ENTERING OCEANIC AIRSPACE:</u></b>	
<b><u>PNF:</u></b>	
<b>SELCAL.....</b>	<b>CHECK</b>
A SELCALL check with the controlling ATS unit shall be done regardless of the datalink connection status.	
<b><u>INSIDE OCEANIC AIRSPACE:</u></b>	
<b><u>PF:</u></b>	
<b>SLOP.....</b>	<b>APPLY</b>
<b><u>PNF:</u></b>	
<b>XPDR CODE.....</b>	<b>AS REQUIRED</b>
Set the XPDR code as dictated by local regulations.	

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#### **WAYPOINT PASSAGE:**

##### **PF:**

**FLIGHT PROGRESS.....MONITOR**

Monitor IRS and FM Position. When approaching a waypoint, check the next waypoint's ident, coordinates, track and distance in the MCDU against the master flight plan.

#### **10 MINUTES AFTER WAYPOINT PASSAGE:**

##### **PNF:**

**ACTUAL POSITION.....PLOT**

Plot the actual position on the plotting chart and check for track error.

**POSITION REPORT.....AS REQUIRED**

Make position report (not required if ADS is connected) and MET report if requested by ATC.

**OFP.....UPDATE**

**PLOTTING CHART.....UPDATE**

When passing overhead a waypoint, update the plotting chart using position from the MCDU POSITION MONITOR page.

Record the FM/IRS drift on the plotting chart at the waypoint.

### **POST FLIGHT**

##### **PNF:**

**IRS DRIFT / RESIDUAL GND SPEED.....RECORD**

Record the IRS drift and residual ground speed on the OFP and verify them to be within limits.