

 A330/A340 QUICK REFERENCE HAND BOOK	MNPS / OCEANIC GUIDE	EY-SUPPL11 19 JUL 12
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MNPS / OCEANIC GUIDE

Applicable to: ALL A330

NOTE: REFERENCE TO ETOPS AS APPLICABLE

PRE-DEPARTURE (Planning Stage)
<p>DOCUMENTS.....CHECK</p> <p>Ensure that the following documents are available:</p> <ul style="list-style-type: none"> OFP (Master & Copy) Reroute form NAT track message (if applicable) NOTAMS & SNOWTAMS Weather briefing Plotting charts (X2)
<p>OFP (MASTER & COPY).....CHECK</p> <p>In addition to the usual OFP verification, check the following:</p> <ul style="list-style-type: none"> 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 Refer to the ETOPS guide for ETOPS related checks
<p>ATC FLIGHT PLAN.....CHECK</p> <p>In addition to the usual ATC flight plan verification, check the following:</p> <ul style="list-style-type: none"> 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
<p>NAT TRACK MESSAGE.....CHECK</p> <p>Check the following:</p> <ul style="list-style-type: none"> Validity TMI number Flight Levels OTS time validity (Westbound 11:30 – 19:00 / Eastbound 01:00 – 08:00 at 30° WEST) Any special information
<p>PLOTTING CHART.....CHECK</p> <p>The second team pilots (if applicable) or the PNF should prepare it on the ground if there is sufficient time or in flight.</p> <p>Ensure the following:</p> <p>Information fields are correctly filled</p> <p>Actual track as well as closest OTS tracks are plotted</p>

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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

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
<p><u>BEFORE ENTERING OCEANIC AIRSPACE:</u></p> <p><u>PNF:</u></p> <p>OCEANIC CLEARANCE..... OBTAIN 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.</p> <p><u>PF & PNF:</u></p> <p>OCEANIC CLEARANCE / FM ROUTE / OFP COMPARE It is the Captain's responsibility that the cleared route complies with applicable ETOPS rules and chosen alternates.</p> <p><u>PF:</u></p> <p>FIXED MACH NUMBER..... INSERT IN FMGS Enter the fixed Mach number in the FMGS as per ATC clearance.</p> <p>FLIGHT PROGRESS MONITOR 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.</p>
<p><u>ENTERING OCEANIC AIRSPACE:</u></p> <p><u>PNF:</u></p> <p>SELCAL CHECK A SELCAL check with the controlling ATS unit shall be done regardless of the datalink connection status.</p>
<p><u>INSIDE OCEANIC AIRSPACE:</u></p> <p><u>PF:</u></p> <p>SLOP APPLY</p> <p>ETOPS PROCEDURES AS APPLICABLE Refer to ETOPS guide</p> <p><u>PNF:</u></p> <p>XPDR CODE AS REQUIRED Set the XPDR code as dictated by local regulations.</p>

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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.

PNF:

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.

10 MINUTES AFTER WAYPOINT PASSAGE:

PNF:

ACTUAL POSITION PLOT

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

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.