

◎ TFS Oceanic Crossing Checklist ◎

Pre-Flight Planning

<input type="checkbox"/>	Universal and ARINC Flight Plans- <ul style="list-style-type: none">• Review Universal flight plan (appropriate cruise altitude, no step-climbs for oceanic portion, suitable alternates, suitable ETP planning, etc.)• Ensure an ARINC recal number has been generated for the Universal flight plan and that it's available in the ARINC App• Import the PDF of Universal's flight plan to ARINC Docs, so it can be easily referenced. (This is the flight plan Universal emails you after they file with ATC, approximately 5 hours prior to departure)• If any changes are made to the Universal flight plan after it's been filed with ATC, it will have to be resent to ARINC. Use caution when there are multiple flight plans and recall numbers.
<input type="checkbox"/>	Flight Plan Route – Transferred (Copy into Jepp enroute and ForeFlight)
<input type="checkbox"/>	NAT Tracks- Checked (Display on ARINC / Foreflight, review Track Message for valid times, note TMI)
<input type="checkbox"/>	Weight & Balance – Calculated, Signed and Saved (sign PDF in ARINC)
<input type="checkbox"/>	Weather Analysis/NOTAMS – Reviewed (Enroute, ETP Alternates, Destination, Destination Alternate)
<input type="checkbox"/>	Overflight Permits (If applicable) – Obtained and Checked
<input type="checkbox"/>	Slots Times (If applicable) - Obtained and Checked
<input type="checkbox"/>	Customs Gen Dec and eAPIS w/ Landing Rights Message (if applicable) – Checked (PDFs saved to ARINC Leg Documents)
<input type="checkbox"/>	Crew Documents - Confirmed (Passports, Visas, Pilots License, Medical Certificates, FCC Radio Permit, Aircrew Badges, Immunization record)
<input type="checkbox"/>	Pax and Crew Passports and Visas - Checked (Check passport names and numbers against what's listed on eAPIS/Gen Dec)

At Aircraft Prior to Departure

<input type="checkbox"/>	AWARE Brief- Complete
<input type="checkbox"/>	FMS – Loaded and Verified (check expanded coordinates of Oceanic waypoints and that Track and Distance are +/- 2 ° and +/- 2 nm. One pilot reads from FMS and other pilot confirms waypoints in ARINC App)
<input type="checkbox"/>	Current Winds - Uploaded
<input type="checkbox"/>	Datalink Clearance- Obtained (Via CPDLC, DCL, or PDC as appropriate)
<input type="checkbox"/>	ARINC Position Report Card for Origin Airport- Complete (Including all sub-items/checklist)
<input type="checkbox"/>	Departure Briefing – Complete (ATC clearance, Slot time, SID, Noise Abatement, Transition Altitude, etc.)

Taxi and Prior to Takeoff

<input type="checkbox"/>	Passenger Overwater Briefing- Complete (Cabin briefer video)
<input type="checkbox"/>	Departure Clearance (If not issued prior to taxi) – Obtained & Loaded (Ensure a thorough understanding of the clearance by the crew. Do NOT hesitate to clarify with ATC if there's any question)

Prior to Oceanic Entry

<input type="checkbox"/>	Altitude Capability – Determine (Be conservative with upper limit)
<input type="checkbox"/>	ETPs Entered in ARINC Plotting Chart
<input type="checkbox"/>	HF Radio / SELCAL – Checked (NY ARINC 3493, 6640, 8933, 11342, 13330, 17925) (London Speedbird 5535, 8921, 10072, 13333, 17922, 21946) (SF ARINC 3013, 6640, 11342, 13348, 17925, 21964) (Miami Silvair 6637, 10037, 21964)
<input type="checkbox"/>	OCEANIC CLEARANCE -
	<p><u>Datalink Clearance</u> (see TFS IOM for complete details):</p> <ul style="list-style-type: none"> The RCL should be sent when (or soon after) the flight is 90 minutes and not less than 30 minutes flying time from the OCA boundary. RCLs outside of these parameters will be rejected. If the datalink oceanic clearance is not received by 30 minutes (Gander) or 15 minutes (Shanwick) prior to the OEP, the oceanic clearance must be requested via voice. Flights departing from airports less than 45 minutes flying time from the OEP should request clearance 10 minutes prior to engine start. <p><u>Voice Clearances:</u></p> <ul style="list-style-type: none"> Obtain as early as possible from responsible ATC units BOTH Pilots should monitor receiving of clearance <p><u>All Clearances:</u></p> <ul style="list-style-type: none"> BOTH PILOTS – Verify/crosscheck that ATC clearance is properly programmed in FMS Check expanded coordinates of all oceanic waypoints Confirm assigned FL and Mach for crossing <p><u>Re-clearance:</u></p> <ul style="list-style-type: none"> Determine acceptability of new clearance Enter new route into FMS and crosscheck oceanic waypoints Make changes to plotted course in ARINC plotting using the Edit Route tab Update winds Update Jepp and ForeFlight enroute for backup information
<input type="checkbox"/>	Glass to Device Waypoint Check- Check Mag courses and distances for oceanic waypoints contained in CLEARED ROUTE. Read from FMS, verify in ARINC plotting map
<input type="checkbox"/>	CPDLC – Log on (15-45 minutes prior to entering oceanic airspace unless already logged on to domestic CPDLC)
<input type="checkbox"/>	Long Range Navigation System Position Sensors- Checked (Check raw data VOR bearing and DME Vs. FMS computed bearing and DME for same VOR)
<input type="checkbox"/>	Bad Elf on and Connected to iPads- Complete
<input type="checkbox"/>	Altimeters – Checked
<input type="checkbox"/>	Cruise Mach - Established
<input type="checkbox"/>	Lost Comm Procedures- Review
<input type="checkbox"/>	Wx at Diversion Alternate Airports- Checked
<input type="checkbox"/>	Approaching Oceanic Entry Wpt – Confirm Next Leg
	Note: Eastbound from MSP or Northeast US- Domestic controller will hand off to VHF oceanic controller, who will give HF assignment and contact instructions.

After Oceanic Entry (when handed off to oceanic controller)

<input type="checkbox"/>	SLOP – Establish (Up to 2NM right of ATC cleared course)
<input type="checkbox"/>	HF / VHF Radios – Set (123.45 + 121.5) <u>maintain</u> any assigned VHF frequencies.
<input type="checkbox"/>	HF communication and SELCAL Check- Complete (Notify ATC/Radio immediately via voice if CPDLC or ADS-C contact is dropped or disrupted at any time)
<input type="checkbox"/>	XPDR – Squawk 2000 10/30 minutes after entry (unless in VHF or radar coverage)
<input type="checkbox"/>	Oceanic Contingency Procedures – Review (See Oceanic Contingencies- Unable to comply with Clearance Ref Card in ARINC Docs)
<input type="checkbox"/>	Engine Out Performance- Review (Check Engine Out Driftdown Chart in QRH for current weight and altitude and record: DCNT MACH/KCAS: _____ Start Cruise KCAS: _____ CRUISE ALT: _____)

Approaching Waypoints

<input type="checkbox"/>	Confirm FMS next waypoint to the <u>cleared</u> flight plan
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Crossing Waypoints

<input type="checkbox"/>	FMS / Flight Guidance –Verify proper waypoint sequencing and LNAV is active mode
<input type="checkbox"/>	ARINC Plotting Postion Report Card- Complete
<input type="checkbox"/>	HF / VHF Radio – Check/Set (Check HF and SELCAL when entering each new FIR)
<input type="checkbox"/>	Verify CPDLC switches to new CDA (If entering New FIR)
<input type="checkbox"/>	ATC Position Report - Completed (If no active ADS-C contract)
<input type="checkbox"/>	ETA's – Verify (within 3 mins) (Updated Position Report needed, if no active ADS-C Contract)
<input type="checkbox"/>	10 Minute Plot – Accomplish (ARINC Position Report Card)
<input type="checkbox"/>	Diversion Airports Wx and ETPs - Monitor
	Notify ATC/Radio immediately via voice if CPDLC or ADS-C contact is dropped or disrupted at any time

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Prior to Coast In

<input type="checkbox"/>	SLOP- Removed prior to oceanic exit point
<input type="checkbox"/>	Altimeters – Set to 29.92 or 1013.2 hPa as appropriate
<input type="checkbox"/>	Routing – Confirm routing after oceanic exit

Coast In

<input type="checkbox"/>	Check weather at destination
<input type="checkbox"/>	Arrival Procedures – Review (Review anticipated STAR, Initial and Final Approach Procedures)

Destination / Block In

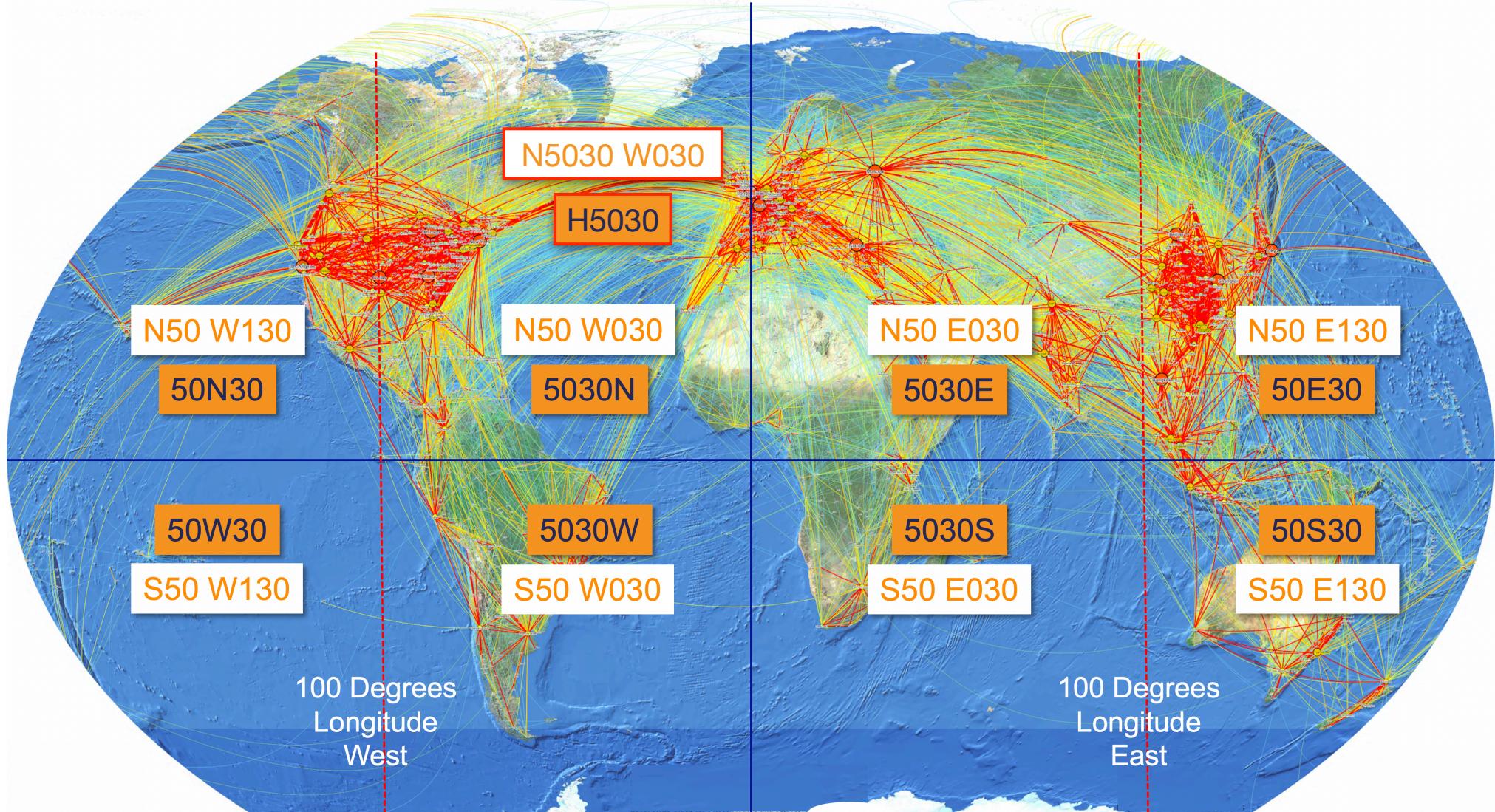
<input type="checkbox"/>	Go to Customs (have Gen Dec and eAPIS w/ Landing Rights Message PDFs ready for inspectors)
<input type="checkbox"/>	Complete Plotting and Close-out to Generate Master Doc
<input type="checkbox"/>	Walk Around - Complete
<input type="checkbox"/>	International Garbage – Appropriately Disposed of

<input type="checkbox"/>	O2, Oil and Hydraulic fluid – Checked visually or on Summary Page/Ground Service Page
<input type="checkbox"/>	Emergency Exits – Pinned
<input type="checkbox"/>	Fuel – Ordered or accomplished
<input type="checkbox"/>	Sat phone –Trip Captain
<input type="checkbox"/>	Required reports? (300' or more Alt Deviation in RVSM, Datalink issues, etc)



Oceanic Waypoint Naming Convention

When the quadsphere identifier (N, E, W, S) is at the end of the waypoint name, the first number of the longitude is zero



When the quadsphere identifier (N, E, W, S) is in the middle of the waypoint name, the first number of the longitude is one