

# Atlantic Oceanic Checklist

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## Prior to Oceanic Entry

HF radio and SELCAL check completed well before coast out  
Initiate clearance request from the appropriate oceanic control as identified on the orientation chart  
Check the clearance against FMS route, current flight level, and current Mach number  
Validate aircraft performance (temperature/weight/Mach) will meet clearance requirements  
Initiate a FANS Logon 15 to 45 Minutes from FIR entry as required  
Perform and record a navigation system validation  
Perform and record Altimetry validation (+/- 200 feet at cleared flight level)  
Check heading and verify your RNP/RCP/RSP performance meets airspace requirements  
Update enroute winds in the Nav System if available  
Domestic control will hand off to VHF oceanic controller for HF Assignment and contact instructions

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## At Oceanic Entry

Confirm HF communication and SELCAL with each new controlling agency even when using FANS  
Sample initial NAT radio call for FANS operations:

*“Gander Radio, N123 SELCAL check, Shanwick next,”*

Confirm successful FANS logon is complete with CDA---  
Acknowledge Welcome Message from CDA

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## After Oceanic Entry

Select and monitor VHF guard 121.5 (123.45, air-to-air is recommended)  
Approximately 30 minutes after entry set transponder squawk to 2000  
Apply SLOP, route centerline, right 1 NM, or 2 NM  
Maintain assigned flight level and assigned Mach

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## Prior to Waypoint

Perform Altimetry validation (+/- 200 feet at cleared flight level)  
Confirm next and next plus 1 waypoints against the cleared routed  
Confirm navigation system is engaged in the NAV mode, not heading

## Overhead Waypoint

When a waypoint has been overflown and the navigation system properly sequences the waypoint a diagonal line is drawn though the circled waypoint on the flight plan  
Confirm and record time of waypoint passage (ATA)  
Record actual fuel remaining (AFR) and compare to estimate  
Confirm and record the estimated time of arrival (ETA) at the next waypoint  
Transmit position report as required

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## 10 Minutes or 2 degrees after waypoint passage

Verify chart reflects the current cleared routing  
Plot your present latitude/longitude and record the time on the chart and investigate discrepancies  
At the completion of a 10 minute or 2-degree course validation an opposing diagonal line will be drawn through the circled waypoint

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## Oceanic FIR Passage/Transfer procedures

Check the FANS Message Log for any new, open, or standby messages which will prevent transfer  
Monitor CPDLC Log-On page for next data authority (NDA) identifier

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## After entering the new FIR

Perform waypoint procedures described above  
Confirm HF communication and SELCAL with each new controlling agency even when uses FANS  
Sample midpoint radio call for FANS: *"Shanwick Radio, N123 SELCAL check"*  
Following successful auto transfer validate the new FANS CDA  
Acknowledge Welcome Message from CDA

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## Approaching Oceanic Exit

Remove SLOP prior to oceanic exit, exit oceanic airspace over the oceanic exit point (OEP)  
Exiting into EU airspace aircraft must overfly the exit point prior to proceeding on domestic routing  
Exiting into Canadian airspace if send direct they expect you will proceed direct immediately

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## Entering Domestic Airspace

Confirm domestic routing  
Confirm successful auto transfer of FANS or, the previous FIR terminates FANS  
Perform and record a navigation system validation



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## **Preflight Planning**

Validate CNS flight plan codes  
Validate computer flight plan routing matches filed flight plan routing  
Weather analysis to include temperatures at flight level, turbulence/shear, and ETP airport weather  
Check track message for effectivity and planned time to cross 30 West  
Plot the oceanic routing and the nearest track or tracks  
Plot the appropriate ETPs

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## **Cockpit Preflight**

The first pilot checks the master clock (FMSs set correctly with GPS time)  
Confirms navigation system database currency during initialization  
Confirms navigation system ramp position during initialization  
Downloads or manually load routing and winds

The first pilot independently checks the flight plan waypoint and 13 Character LAT/LONG against the FMS waypoint and 13 Character LAT/LONG (Paper to Glass), then circles the waypoint

The second pilot checks maintenance log status for all required (RVSM and CNS) equipment  
Checks RVSM, and CNS equipment operation meets all requirements for airspace to be transited

The second pilot independently checks the FMS waypoints and the FMS leg mag course and distance to the flight plan waypoints and mag course and distance (Glass to Paper), then places a check beside the circled waypoint

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