Pacific Oceanic Checklist

Prior to Oceanic Entry

HF radio and SELCAL check completed well before coast out
The clearance received from the airport clearance delivery serves as the oceanic clearance and typically does not include a waypoint by waypoint route. An airborne clearance is not typically issued.
Self-Initiate contact with SFO ARINC on 131.95 or 925 371 3920 to obtain a HF Assignment CONUS
Self-Initiate contact with SFO ARINC on 129.40 or 925 371 3920 to obtain a HF Assignment Alaska
Self-Initiate HF Contact with SFO ARINC and Complete a SELCAL Check
Initiate a FANS Logon after climbing through 10,000 feet and typically prior to FL180 or;
Initiate a FANS Logon 15 to 45 Minutes from FIR entry when arriving at entry airborne
Update Nav System enroute winds if available
Validate aircraft performance (temperature/weight/Mach) will meet clearance requirements
Perform and record a navigation system validation
Perform and record Altimetry validation (+/- 200 feet at cleared flight level)
Verify your RNAV/RNP performance value meets airspace requirements

At Oceanic Entry

Sample San Francisco ARINC radio check in**:**

"San Francisco ARINC, N123 on 8864"

Confirm successful FANS logon is Complete with CDA---
Send a Manual CPDLC Position Report to confirm CDA

After Oceanic Entry

Select and monitor VHF guard 121.5 (123.45, air-to-air is recommended)
When surveillance coverage is terminated set transponder to 2000
Apply SLOP, offset to the ***right*** of the centerline up to 2nm
Maintain Mach as cleared or filed
Maintain assigned flight level

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

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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

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
Investigate any discrepancies
At the completion of a 10 minute or 2-degree course validation an opposing diagonal line will be drawn through the circled waypoint

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 NDA Identifier

After entering the new FIR

Perform waypoint procedures described above
Confirm HF communication and SELCAL with each new controlling agency even when uses FANS
"San Francisco ARINC, N123 on 8864"
Following successful auto transfer validate the new FANS CDA----
Send Manual CPDLC Position Report to confirm CDA

Approaching Oceanic Exit

Remove SLOP prior to oceanic exit

Entering Domestic Airspace

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

Pacific Oceanic Checklist

Flight 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
Plot the oceanic routing
Plot the appropriate ETPs

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