



# Pacific Oceanic Checklist Tips

## **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 Radio on 131.95 or 925 371 3920 to obtain a HF Assignment CONUS

Self-Initiate contact with SFO Radio on 129.40 or 925 371 3920 to obtain a HF Assignment Alaska

Self-Initiate HF Contact with SFO Radio 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 or route requirements

## **At Oceanic Entry**

Sample San Francisco Radio radio check in:

"San Francisco Radio, N123 on 8864"

Confirm successful FANS logon is Complete with CDA---

Send a Manual CPDLC Position Report to confirm CDA (KZAK and PANC will send "welcome message")

## **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



# Pacific Oceanic Checklist Tips

## **Prior to Waypoint**

Perform Altimetry validation (+/- 200 feet at cleared flight level)  
Confirm next and next+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

## **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 Radio, N123 on 8864"*

Following successful auto transfer validate the new FANS CDA----  
Send Manual CPDLC Position Report to confirm CDA



# Pacific Oceanic Checklist Tips

## **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

## **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