ATTACHMENT 4

SAMPLE OCEANIC CHECKLIST

Note: ICAO North Atlantic Working Groups composed of industry, ATC and state regulators have created this checklist **for reference only.** It is not intended to replace an operator's oceanic checklist. Operators should use an Oceanic Checklist as part of their Safety Management System. Operators without an oceanic checklist are encouraged to use this sample and tailor it to their specific needs and approvals. This checklist provides an orderly flow of tasks designed to assist in reducing oceanic errors. Operators should review Chapter 6 NAT HLA FLIGHT OPERATIONS & NAVIGATION PROCEDURES.

FLIGHT PLANNING
- Communication/Navigation/Surveillance (CNS) Flight Plan Codes and planning documents
  - Plotting/Orientation Chart/EFB/Tablet – plot route OEP to OXP
- Equal Time Points (ETP) - plot
- EDTO (/ETOPS) – Complete analysis
- Track message (current copy available for all crossings)
- Note nearest tracks on plotting chart/EFB/Tablet
- Weather Analysis – Note enroute temperature and turbulence forecasts as well as divert airport weather
- Review possible navigation aids for accuracy check prior to OEP (AS / IF APPLICABLE)
  - Review contingency procedures and plans

PREFLIGHT
- Master Clock for all ETAs/ATAs
- Maintenance Log – check for any navigation/communication/surveillance or RVSM issues
- RVSM Altimeter checks (tolerance)
- Master Flight Plan (check routing, fuel load, times, groundspeeds)
- Dual Long Range NAV System (LRNS) for remote oceanic operations
- LRCS (HF, SATVOICE) check (including SELCAL
- Confirm Present Position coordinates (best source)
- Master Flight Plan (symbols②, ✓, \, X)
- LRNS programming
  - Check currency and software version
  - Independently verify waypoint entries
  - Check expanded coordinates of all oceanic waypoints
  - Check course and distance (± 2˚ and ±2 NM)
  - Upload winds, if applicable
- Groundspeed check

TAXI AND PRIOR TO TAKE-OFF
- Groundspeed check
- Present Position check

CLIMB OUT
- Verify ETAs above FL 180

PRIOR TO OCEANIC ENTRY
- If required, send an RCL message. Verify and crosscheck any route amendment independently. Confirm the ATC route clearance is properly programmed into LRNS
- Check expanded coordinates of all oceanic waypoints
- Confirm flight level, Mach and route for crossing
- Ensure aircraft performance capabilities for maintaining assigned altitude/assigned Mach
- If clearance is not what was filed – update LRNS, OFP and plotting/ orientation chart/EFB/Tablet, check course and distance for new route. Independently crosscheck and confirm new route

- Navigation Accuracy Check – record as applicable
- Confirm HF check, if not done during pre-flight
- Confirm SATCOM/SATVOICE is operational, as applicable
- Log on to CPDLC and ADS-C 10 to 25 minutes prior, if equipped
- Verify RNP value
- Altimeter checks – record readings
- Compass heading check – record

AFTER OCEANIC ENTRY
- Squawk 2000 – 10 minutes after entry, except for Reykjavik OCA
- Maintain assigned Mach, or RESUME NORMAL SPEED if cleared
- VHF radios - set to air-to-air (123.450 MHz) and guard frequency (121.500 MHz)
- Strategic Lateral Offset Procedures (SLOP) – SOP fly centreline or up to 2NM to the **right** of ATC cleared track (in 0.1 NM increments); left offsets are **prohibited**
- Altimeter checks - hourly (AS / IF APPLICABLE)
- Routine monitoring – assign tasks

APPROACHING WAYPOINTS
- Confirm latitude/longitude of next and subsequent points – expanded coordinates, using scratch pad of FMS if applicable

OVERHEAD WAYPOINTS
- Confirm aircraft transitions to next waypoint
  - Check track and distance against Master Document
- Confirm time to next waypoint
  - **Note: 3-minutes or more** change requires ATC notification (NAT Region & voice reporting only)
- Position report – fuel

10-MINUTES AFTER WAYPOINT PASSAGE
- Record time and latitude/longitude on plotting/orientation chart – non steering LRNS
  - or -
- Use "nav display method" (FMS aircraft only, smallest scale)

MID POINT
- Midway between waypoints compare winds from OFP, LRNS and upper millibar wind charts (AS / IF APPLICABLE)
- Confirm ETA

COAST IN
- Compare ground based NAVAID to LRNS (AS / IF APPLICABLE)
- Remove SLOP offset prior to oceanic exit point
- Confirm routing beyond oceanic airspace

DESTINATION/BLOCK IN
- Navigation Accuracy Check (AS / IF APPLICABLE)
- RVSM write-ups