

757 QUICK REFERENCE HANDBOOK

CLASS II NAVIGATION

NAV.10.1

Class II Navigation Procedures

The following Class II Navigation Procedures have been designed as a guide to be used as an optional reminder and only summarizes procedures. It is not to be used as a challenge and response checklist.

Pre-Boarding

- Computer Flight Plan (CFP) – Designate a **MASTER**. Assemble and draw lines for all routes requiring plotting and/or position reporting.
- North Atlantic Track (NAT) Message - Compare with CFP routing, if applicable.
- Plotting Chart, if required – Plot and draw the route and plot ETP(s)
- Weather/NOTAMS for destination and all alternates.
- Plot oceanic portion of track on winds aloft chart, if available.
- Enroute/approach charts for destination/alternates – Checked onboard
- Flight Data Screen – Review for Over Flight Permit Numbers/Diplomatic Clearances/PPRs/Call Sign Information, etc.
- Verify ETOPS maintenance signoff complete.

Pre-Departure

- Initialize FMC, enter route and an approach (or runway) for the destination airport.
- Insert the EREP and ETP(s) as “Free-Standing” waypoints.
- Compare CFP total distance with FMC total distance for reasonableness.
- Captain and FO (or IO) shall verify correct FMC position.
- Perform crosscheck procedure for all LAT/LONG entries and oceanic/Class II waypoints. Data insertion shall be accomplished by one pilot followed by another pilot performing the crosscheck procedure on the CFP.
- After receipt of ATC clearance, verify FMC route agrees with clearance.
- HF Radio(s) – Check (**Observe CFM limitation**)

After Takeoff

- After 18,000 – Enter Out/Off times on CFP and compute waypoints ETAs

Before Entering RVSM Airspace

- Perform altimeter checks in level flight at or above FL290 and record on the CFP.

Before Entering Class II Airspace

- Obtain oceanic clearance, if not previously received. The Captain and FO (or IO) shall copy all oceanic clearances.

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- Perform crosscheck procedure of oceanic/Class II waypoints, if not previously accomplished.
- Plot and draw course on plotting chart and ensure plotted course is in agreement with clearance.
- Perform compass deviation check (within 30 minutes of Class II airspace). Record on the plotting chart.
- Perform FMS accuracy check (non-GPS aircraft). Record on the plotting chart.
- Obtain HF frequency assignment and perform SELCAL check.

Enroute, Gateway Outbound

- LNAV and VNAV engaged (RVSM airspace use Left or Center Autopilot).
- Autothrottle engaged.
- Proper Cruise Mach - set in FMC.
- Heading Cursor - set to magnetic heading.
- Transponder (#1) - set as directed.
- Left VHF – set to 121.5 and monitor
- Right VHF – set to 123.45 (or appropriate air-to-air frequency) and monitor.
- Center VHF – set to DATA. When VHF DATALINK is no longer available set as desired, usually 131.52 (ATA common)
- Left HF – set to primary frequency.
- Right HF – ensure set to DATA for HFDL (ACARS) quipped aircraft. Set secondary frequency for aircraft not HFDL (ACARS) equipped.
- Weather Radar – on (if IMC or night) and ground return showing if not needed for weather avoidance.
- TCAS – on.
- | • Brief SLOP offset (NAT ONLY)

Enroute, Approaching Waypoints

- Approximately five minutes prior to each Class II waypoint, accomplish a double-check of the next waypoint. Put a diagonal slash through the waypoint circle.

Enroute, Over Waypoints

- Complete the "X" over the waypoint circle.
- Record the actual time over the waypoint and calculate the next waypoint(s) ETA.
- Record the actual fuel (totalizer) remaining over the waypoint and enter the fuel "score,"
- Make the position report (if required).
- Obtain SELCAL check (required for frequency or AIRINC facility changes).

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Enroute, Ten Minutes After Passing Waypoints

- Approximately ten minutes after passing each Class II waypoint perform a gross error position plot.

Enroute, Halfway Between Waypoints

- Approximately halfway between Class II waypoints, record the TAS, GS and wind.
- Recheck the active waypoint ETA. Limits are +/- three minutes.

Enroute, Approaching the Extended Range Entry Point (EREP)

- Ensure the aircraft systems are satisfactory for 120/180 ETOPS. Review the ETOPS Reference List in the QRH or MEL, if required.
- Re-evaluate ETOPS alternate conditions, if required.

Enroute, Approaching the Equal Time Point (ETP)

- Ensure all crewmembers are aware of the enroute alternate change.

Enroute, Oceanic Reports to Company

- At approximately the mid-oceanic position make a report to the company (utilize ACARS if available) if the destination ETA has changed greater than +/- 30 minutes.
- Report (utilize ACARS if available) aircraft mechanical discrepancies as required. Use FIRM Codes or MEL Codes as practicable.

Exiting Class II Airspace

- Perform a FMS accuracy check (non-GPS aircraft). This accuracy check need not be recorded.
- Left VHF – set to appropriate ATC frequency
- Right VHF – set to JETCOM (129.42) or utilize for company communications.
- Center VHF – set to DATA (as installed) otherwise JETCOM.
- Left/Right HF – set as desired (**Observe CFM limitation**).
- The Strategic Lateral offsets must be eliminated before the Oceanic Exit Point.

Postflight

- Enter the IRS drift and residual ground speed in the Aircraft Maintenance Logbook. (**Ensure the IRS selectors are placed to OFF after recording the data**).
- Complete the CFP. The plotting charts need not be forwarded unless an irregularity occurred as specified in the GOM.