

2)PRE-OCEANIC GATEWAY

Once on the NAR we planned at the beginning of our flight planning, we have to get several checks done before we can request our clearance and proceed into the NAT region. If you took the time to study the RVSM/ETOPS worksheet on the previous page you will have some idea what we might be going through here.

All of the following checks are imperative to avoid GNE, Gross Navigational Errors, which are predominantly caused by incorrect procedures conducted on the flight deck by the crew.

1. The first check we must do at this phase of our flight is to record our altimeter checks once we reach our assigned cruise level. Into the 'Level RVSM Altimeter Check' we shall enter the reading from the three altimeters around the panel. As it says on the worksheet, should the altimeters fail this check then it must be reported to ATC, who may deny you further entry into RVSM airspace if there isn't a 'gap' for the aircraft.
2. Perhaps the most sensitive check to conduct at this point is our distance and bearing check. The observant amongst you will have noticed this box on the RVSM/ETOPS worksheet on the previous page.

I mentioned in the flight planning section of this book that it will be of great use if you were to note down some VOR station information close to our entry point. Congratulations to those of you who elected YYT, Torbay, and jotted down all the associated information with this VOR. Torbay's frequency is 113.5 Morse:
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If we tune this VOR then we can start our distance and bearing check. Ensure you identify the VOR as there are numerous VOR's around the NAT region with similar frequencies that could be picked up instead, rendering our distance and bearing check useless.

Drop "YYT" into the fix page of the FMC and we can then compare the data to check our FMC's accuracy. Bear in mind that we are checking the accuracy of the FMC and not the VOR – if we have tuned the correct station then it is practically impossible for the VOR receiver to be incorrect.

The following screenshots give an account of the three instruments we use to conduct this check.