Special Report: Operating Internationally

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Questions and Answers

The Questions ....

1. Is RVSM Height Monitoring required in the USA?
The United States adopted the requirement for height monitoring in response to ICAO implementing a standard that periodic monitoring was required as specified in Amendment 29 to Annex 6 Part II.

2. I have been asked a question about an airways routing plan out of Israel to Middle East and Africa destinations that are referred to as Red Sea Routes. Have you heard of this?
Saudi “V Routes” are for domestic Saudi operators with government approval Saudi “Uncoordinated flights” (read no slots) can fly over the Red Sea at FL250 Southbound/FL260Northbound Saudi Arabia AIP Enroute 1.1-3 Para: 1.1. 4.2. 4

3. Where can I find information about designated HAJJ routes to/from Saudi Arabia?
Special HAJJ routes to/from Africa region airports into Jeddah FIR are published in theDakar AIP Supplement NR 22/a11GO dated 28JUL 11 www.ais-asecna.org

4. What is the requirement for international operations on a crewmember to hold a valid radiotelephone license?
International only.FCC Form 605 Radio Station License Pilots Restricted Station License:
http://wireless.fcc.gov/uls and
http://wireless.fcc.gov/commoperators/rp.html

5. Is it legal for me to use my FAA temporary pilot certificate internationally?
Usually a temporary is not accepted,it will depend on the country’s AIP.
6. Is there a maximum age limit for pilots flying internationally?
There is no “Age 60” problem with Part 91/GA operations. The requirement comes in with Commercial operations, (Part 135 or 121). ICAO requires one pilot at the controls to be below 60 if the PIC is over 60. The issue is further confused by the fact that the FAA has applied this to Part 121 carriers only. ICAO

countries apply this rule to any commercial operation (Part 135 included). An individual state (country) has the right to set their own rules apart from the ICAO or FAA. The AIP for the country in question would have this information.

7. Is it legal for a Crewmember to have two passports for the USA?
Yes, the US Government allows a US national to have a Second Passport Book (limited validity up to 2 years) for one of 2 reasons. 1. Frequent international travel that requires one to have visas etc. and the conflicting dates/times for the travel to these countries 2. For your personal security when traveling in the Middle East with regards to Israel and the countries that will not allow you to either obtain visas or enter if you have a visa if there is immigration stamp from Israel.

8. I have a conviction in the USA of Driving while intoxicated. Is this a problem in international operations?
This Canadian immigration policy prohibits entry of any person (not just flight crews) who have a 10-year old or less misdemeanor conviction, or any class DUI conviction. The decision to grant or deny the petition for waiver is totally discretionary with the Canadian immigration officials. Review the Canadian immigration web site is a good one. The url is http://www.cic.gc.ca/english/visit/index.asp. If you have any questions about how they enforce this policy, call their Call Centre at 888.242.2100.

9. Do I need an "English Language" endorsement?
Effective 5 March 2008, ICAO Annex 1 (Personnel Licensing) standards required all pilots operating internationally to have an airman certificate with endorsement of English language proficiency (ELP).While many States (countries) complied with the ICAO implementation date, ICAO allowed delays up to three years for countries notifying the organization of intended delays.

10. When checking in with ATC, whether being a new country or simply a new sector in the same country, they seem to want to confirm my routing each and every time. Am I doing this wrong?
There are no specific references as to why this is being done. PANS-ATM, Doc#4444, Paragraph 4.5.7.2. states that the route of flight may be detailed "as necessary" in each clearance. Perhaps the controller's are using this for verification of your routing and altitude.

11. How does the US Customs define a "Commercial" aircraft?
"Commercial Aircraft" are defined by U.S. Customs regulations as aircraft "transporting passengers and/or cargo for some payment or other consideration, including money or services rendered." 19 CFR 122.1(d). A "Commercial Aircraft" also includes any aircraft which is not carrying passengers and/or cargo at the time of its inbound CBP clearance, but which, nonetheless, left the U.S. with passengers and/or cargo transported to a foreign area for "commercial purposes." The rule is not a FAR. The rule is for CBP. CBP do code FAA regulations – 91, 135, 121.

12. How does the US Customs define a "Private" aircraft?
"Private Aircraft" are defined as aircraft which are not carrying passengers and/or cargo for "commercial purposes" (that is, for payment or other consideration). 19 CFR 122.1(h)(1)."Private Aircraft" also may include returning aircraft which are not carrying passengers and/or cargo and did not leave the U.S. with passengers and/or cargo carried for "commercial purposes." 19 CFR122.1(h)(3). The rule is for CBP. CBP do code FAA regulations – 91, 135, 121.

13. What is the toll-free phone number for ARINC?
From the ARINC website,SFO is 1-925-371-3920, NYC is 1-631-244-2492

14. I got a TCAS/ACAS Resolution Advisory on my last trip in the USA. Do I have any reporting requirements?
The NTSB has issued a final rule that adds six reporting requirements to NTSB 830.5 (a). The reporting requirements became effective March 8, 2010. These new additions specifically address aircraft with

turbine engines and glass cockpits, and also include air carriers and fixed and rotary-wing aircraft. One of these elements speaks directly to TCAS/ACAS Airborne Collision Avoidance System (ACAS) resolution advisories issued either (1) when an aircraft is being operated on an instrument flight rules (IFR) flight plan and compliance with the advisory is necessary to avert a substantial risk of collision between two or more aircraft, or (2) to an aircraft operating in class A airspace; NTSB Regional Officeshttp://www.ntsb.gov/Abt_NTSB/regions/AVIATION.HTM

15. I've recently heard a pilot mentioning a requirement for "Aircraft operating certificate in Europe" For Part 91 Operations, do we need to comply with this regulation to operate in Europe?
An AOC is not a requirement for an FAA Part 91 General Aviation operation. A change to ICAO Annex 6 in 2010 requires an AOC be in a standardized format and Certified True Copy for commercial operations. This may be part of the confusion. There is an FAA Info to Operators that describes this in detail.InFo#09019 dated 12/1/09. The key is to prove to a foreign inspector that your operation is GA vice commercial. There is an AC that helps. AC 120-12A dated 4/24/86 describes what defines "Commercial Operations".

16. What is the form number to apply for a Radio Station License?
FCC Form 605. You can do it on-line athttp://www.fcc.gov/Forms/Form605/605.html

17. Can a newly delivered jet with a pink registration can be legally flown from Florida to Puerto Rico and back, with no stops anywhere in between?
"Pink slips" are only valid for the continental U.S., you will need a Flywire to expedite the registration process The flywire will allow you to operate Internationally. Contact information can be found at: http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/contact_aircraft_certification/
"

18. I have heard it both ways and am looking for a FAA reference that states whether operating in the Gulf of Mexico between Houston and Cancun is actually Class II nav.
Class II navigation is any enroute flight operation or portion of a flight operation that is not Class I navigation.FAA Order 8900.1 Volume 4, Chapter 1, Section 4, Paragraph 4-76B.

19. Is a special pilot qualification or training required to operate into/from LFMN, Nice Cote D'Azure?
As a private operator, no special training is required but is recommended. Commercial operators require specific familiarization. Usually a line check and currency is sufficient.French AIP, AD Section

20. Where can I find a copy of the ICAO Annexes?
Try this website: http://www.bazl.admin.ch/dokumentation/grundlagen/02643/index.html

21. How do I get an FAA/FCC approved company Callsign to use internationally?
FAA Advisory Circular 120-26J dated 1/1/05

22. Describe the "Mach Number Technique"
Flying and maintain the aircraft at a constant true Mach number vise an indicated Mach number. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 7, Paragraph 7.1

23. When is a revised ETA required?
When it is off plus or minus 3 minutes or more. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter5, Paragraph 5.1.6

25. What is a Navigation Accuracy Check?
Prior to entering any airspace requiring the use of a long-range navigation system, the aircraft position shall be accurately fixed using airways navigation facilities or ATC radar. After exiting this airspace, the aircraft position shall be accurately fixed and the long- range navigation system error shall be determined and logged in accordance with the operator's approved procedures. NAT Document #007, Guidance

Concerning Air Navigation in and above the NAT MNPSA Chapter8, Paragraph 8.4.9

26. Can a GPS instrument approach be flown with an expired database?
If the database has expired or, If during the flight the AIRAC cycle changes, operators should establish procedures to ensure the accuracy of navigation data, including suitability of navigation facilities used to define the route of flight, and approach. Traditionally, this has been accomplished by verifying electronic data against paper products. An acceptable means is to compare aeronautical charts (new and old) to verify navigation fixes prior to dispatch. If an amended chart is published for the procedure, the data within the database shall not be used to conduct the operation. The pilot must verify that the instrument procedure has not been amended since the expiration. For en route and terminal use, the pilot must verify the data for correctness if the database is not current. See Table 1-1-6 in the Aeronautical Information Manual and AC 90-100a, Para. #10. AC 90-96a #Para. 2a

27. Name the elements of an oceanic ATC clearance.
3 Elements – Flight Level, Mach and Route. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter5, Paragraph 5.1.9

28. How many nautical miles is 1 degree of latitude?
60 Nautical Miles. FAA H-8083-25A Pilot's Handbook of Aeronautical Knowledge, Chapter 15, Page 15-4

29. How many nautical miles is 1 degree of longitude?
Depends on latitude, the lines come together at the poles and are farthest apart at the Equator. FAA H-8083-25A Pilot's Handbook of Aeronautical Knowledge, Chapter 15, Page 15-4

30. Does the ICAO make the rules and procedures internationally?
ICAO does not require any regulation. It sets standards and recommends practices that each signatory State (read country) has the option to accept and enforce or not, in their own regulatory environment. One of the Articles of the Convention guarantees this right. As such, ICAO has no authority over rulemaking in the US, for US Operators.14CFR 91.703 does direct US operators to follow specific ICAO procedures while over the "High Seas"

31. I've recently head a pilot mentioning a requirement for "Aircraft operating certificate in Europe" For Part 91 Operations, do we need to compile with this regulation to operate in Europe?
An AOC is not a requirement for an FAA Part 91 General Aviation operation. A change to ICAO Annex 6 in 2010 requires an AOC be in a standardized format and Certified True Copy for commercial operations. This may be part of the confusion. There is an FAA Info to Operators that describes this in detail. InFo#09019 dated 12/1/09. The key is to prove to a foreign inspector that your operation is GA vice commercial. There also is an AC that helps. AC 120-12A dated 4/24/86 describes what defines "Commercial Operations".

32. I thought that with ADS-C the aircraft was sending position reports to a ground station (once logged on), Why do I have to make HF radio calls?
HF radios would be used to voice report position, maintain a back up to CPDLC. SELCAL would also have to be checked for functionality. Global Operational Data Link Document (GOLD) Chapter 5, Paragraph 5.1.3.7

33. In reference to ATC Clearances, I can't find a good working definition of the words "At" or "By"
"At" would indicate that the pilot takes the appropriate actions so as to arrive at the correct position (vertical, lateral, horizontal) specified in the clearance at the specified time or location.
"By" would indicate that at the pilot's prerogative the appropriate action would be taken so as to arrive at the correct position (vertical, lateral, longitudinal) before the position specified in the clearance.
If unsure of what the clearance is requiring, query the controller and get confirmation. ICAO Document #4444, Paragraph 12.3.1, GOLD Document, Appendix A, UM21,UM26 and Oceanic Errors Safety Bulletin,

OESB 01-09 “Large Height Deviations” and “Controller Pilot Data Link Communication”

34. Explain why you would expect a time-delay when transmitting position reports and requesting clearances from oceanic communications facilities.
It is important that pilots appreciate that routine air/ground ATS Voice communications in the NAT Region are conducted via aeroradio stations staffed by communicators who have no executive ATC authority. Messages are relayed by the ground station to/from the air traffic controllers in the relevant OAC. Guidance concerning Air Navigation in and above the NAT MNPSA, NAT Document #007, Chapter 6, Paragraph 6.1.1

35. Explain the term “IFBP” and where would you use it?
“The IATA broadcast is a specially formatted position report to enhance situational awareness in Africa and is recommended to be used:
A) In central Africa operations on 126.9.
B) When operating off airways.
C) For flight level changes only.
D) Throughout most of the continent, as a backup to ATC, and as an awareness tool for other aircraft.
Broadcasts should be made in the format published on the Jeppesen Africa High/Low Enroute 1 / 2 en-route chart. IATA broadcast is recommended en-route for these specifics:
A) 2-5 minutes before change in flight level
B) At the time of a flight level change
C) 5 minutes prior to a reporting point
In-Flight Broadcast Procedures 5.1 2010 http://www.iata.org

36. Are MET reports required?
ICAO Annex 3, Chapter 5, Paragraph 5.4 and 5.5exempts non-Data Link aircraft from making routine MET reports. However, special reports are required for observations of moderate icing, moderate turbulence, volcanic ash ect.

37. Is there a route from Florida along Cuba to Cancun that is Class I airspace? It seems on the edge; but I have seen references of extended range ground based nav-aids?
This basically comes down to a question of what is the Standard Service Volume for the ground based Navaids involved. SSV is dependent on power output of the facility and the altitude of the aircraft. High VOR’s are listed to have a SSV of 130NM between FL180 and FL450. HH NDB’s have a SSV of 75NM. DME has a SSV of 199NM. This may be the reference to extended range navaids you have seen. Using these mileages, the critical part comes in when crossing the Yucatan Channel between Cuba and Mexico. The shortest route I could find is Gerona NDB (UNG) along UR519 to Cancun VOR (CUN), 227NM between navaids. I cannot find any reference to extended range capabilities of CUN or UNG. 227NM is the mileage listed on the chart along UR519. As an alternate route I would offer UCY, UR506, NUDAL. It is the next best distance at 252NM. Both routes are longer than 205NM (130+75), This would be legal as a Class One routing by 22NM and 47NM. 14 CFR 91.511

38. Where is the datum that MSL (mean sea level) is measured?
“Mean Sea Level (MSL) is a local tidal datum which is determined by averaging the hourly height readings over a specific 19 year period. NOS operates a network of water level stations for which those local datums are determined. The term MSL has also been confused with the geodetic datum, National Geodetic Vertical Datum of 1929 (formerly called the Sea Level Datum of 1929).
http://tidesandcurrents.noaa.gov/datum_options.html

39. I am looking for a site or program that you use to get current weather and information for the city that you are arriving into for the CEO’s review?
Try this website: http://www.intellicast.com/

40. What is a “Maintenance Release” and how do I get one for a FAA Part 91 Operation?
Very basically, the European inspectors are looking for an entry in an aircraft maintenance logbook

(Technical Log) that reads something like “On this date aircraft released for XXXdays of flight” and signed off by an A and P maintenance tech. A good description is found in the UK’s CAP 393, Air Navigation the order and procedures, Section3, Item #30

41. How do I find a HF frequency that would work on the ground in the Mid Atlantic area for the purposes of an HF check?
Go to the ARINC-2 page in your Jeppesen subscription. You will find a list of VHF frequencies to contact AIRINC and then ask the Radio Operator which HF frequencies are good at that particular moment. An alternate method is calling NY AIRINC at 631-589-7272.

42. My aircraft is a 1989 model. I do not think it will require a Digital FDR.
From Amendment 29 to Annex 6 Part II, Paragraph 3.6.3.1.2.2All aeroplanes of a maximum certificated takeoff mass of over 5,700 kg for which an individual certificate of airworthiness is first issued on or after 1 January 2005 shall be equipped with a Type 1A FDR

From Amendment 29 to Annex 6 Part II, Paragraph 3.6.3.1.2.3All aeroplanes of a maximum certificated takeoff mass of over 27,000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with a Type 1 FDR

From Amendment 29 to Annex 6 Part II, Paragraph 3.6.3.1.2.4Recommendation – All aeroplanes of a maximum certificated takeoff mass of over 5,700 kg up to and including 27,000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with a Type II FDR

43. What is the regulation for a requirement to have a First Aid Kit on Board for a Part 91 or Part 135 aircraft?
14 CFR 91.513 and 135.177

44. How do you apply and what do you say when at the counter requesting the second passport?
Go to the State Dep. web site. Complete the DS82 form.The second, or more, passport will have a 2-year term.

45. Where is the requirement for “Emergency Locator Transmitter” “CUT HERE” placards found? FAR’s, EASA, ICAO?
Chapter 11 of your MM will outline the “minimum” placards you must have for your aircraft. Chapter 11 is written IAW the various FAR’s that govern that specific aircraft, (FAR 23 or 25).

46. If we are a US registered aircraft, flying Part 91 into Canada with passengers, picking up more passengers in Canada, and traveling to another Canadian airport, would that be considered Cabotage?
A U.S. private registered aircraft may enter Canada and then stop at more than one Canadian location and that Canadians can embark, disembark or re-embark during the movement through Canada, along with passengers who are “the same passengers who originate outside of Canada.” That section allows the movement of Canadian originating passengers between those points in Canada only if their presence on board the aircraft is incidental to the primary purpose of the trip and no remuneration is involved.
http://www.cbsa.gc.ca/publications/dm-md/d2/d2-1-1-eng.html

47. What are the recurrent training requirements for international procedures?
Specific international operations’ training is not required by the FAA regulations or by Annex 2 to the ICAO. FAA Inspector’s have wide latitude in determining crew qualifications for “Special Use Airspace” and “Special Navigation Equipment”. In the FAA Inspector’s Handbook, Order 8900.1 Volume 4 Chapter 12 it states: “Experience has clearly demonstrated that the presence of sophisticated navigational equipment on board an aircraft does not, by itself, ensure that a high level of performance will be achieved.

It is essential that operators provide adequate training for the personnel operating or maintaining the equipment, and that operating drills and procedures are included in crew training.” At a minimum, private operators are expected to “Be Familiar” with the Oceanic/Remote operation intended. Commercial

operators usually need to satisfy a crew training requirement by completing an operator's FAA approved oceanic operations training program or by completing a commercial provider's oceanic operations training. Military training records indicating prior oceanic operations experience may be use as proof of training also.

48. Where do I Find This Definition of "Special Use Airspace"?
From the FAA aviation safety inspector's (ASI) Handbook, (FAA Order 8900.1, VOL.4, Chapter 1).

Examples of special areas of operation include the following:
Areas of Magnetic Unreliability (AMU) and Polar operations
North Atlantic Minimum Navigation Performance Specification (NAT/MNPS) airspace
Central East Pacific (CEPAC) airspace
North Pacific (NOPAC) airspace
Pacific Organized Track System (PACOTS)
West Atlantic Route System (WATRS) and the Caribbean Sea
Gulf of Mexico control areas (Gulf routes)
Reduced Vertical Separation Minimum (RVSM)
Required Navigation Performance (RNP)-10,4 ect.

Examples of special Navigation Equipment include the following:
Area Navigation (RNAV)
Inertial navigation or reference systems INS, IRS or GPS

49. What are the recurrent training requirements for European RVSM?
Europe does mandate RVSM training for crews operating there. But, they do not specify initial, recurrent or mandate a frequency of training. If you have been trained at some point in the past that would be accepted as sufficient. During a SAFA check as long as one can show they have been trained it is sufficient. Joint Aviation Authorities Administrative and Guidance Material, Section One, General Part 3, Temporary Guidance Leaflet No. 6, Revision 1, Appendix 4″

50. Many Jepp charts have TERPS or PANS-OPS notated in the lower left margin. Many have nothing notated (e.g.: Canada, Mexico, Panama). If there is no criteria notated does the pilot assume it is under PANS-OPS or assume it is an unspecified criteria specific to that country?
If not annotated on the chart look in the Air Traffic Control section of the Jeppesen Airway Manual and look up the country rules and procedures for the country you operating in. Specifically, look in the Procedure Limitations and Options section of the countries rules and procedures to determine what criteria they use in the development of procedures. The source document of course is the countries Aeronautical Information Publication.

51. Is MNPS required for the 'Blue Spruce' Routes, or more specifically, what operational approvals would be required for those routes, and to fly within Europe, for a small Citation under 12,500#?
MNPS approval for the navigation system is required under this condition. The relief from full MNPS requirement is that only one LRNS is required vice, the two normally. The weight/FAR Part 23/25 certification has no part in this. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter1, Paragraph 1.4.1 and FAR 91.511

52. Are SAFA checks applicable to all aircraft, or only aircraft under 12,500#?
"Safety Assessment of Foreign Aircraft" is a EU check of compliance for all aircraft operating in EU countries. ICAO says any country has the right to do this, (FAA has the same authority here). The weight is not a deciding factor in who gets inspected, just what is inspected or expected. Some items like TCAS or GPWS may not be required for aircraft below a 5,700KG/12,500Lbs weight.
http://www.easa.europa.eu/approvals-and-standardisation/safety-assessment-of-foreign-aircraft-SAFA.php"

53. In regards to IRS time limitations for navigation. Where do I find the reference for this limitation?
Time limits on IRS's are associated with operating in RNAV 10 airspace. Those limitations are published in

FAA Order 8400.12B.

54. Where do I find the requirement to add country of manufacture and N# to the aircraft data plates?
What we are referring to is an “Identification Plate” not the “Data Plate”. The a/c data plate can only be issued/changed by the manufacturer. From ICAO Annex 7: “”8. IDENTIFICATION PLATE”

55. Am I required to have a NAT Track Message onboard for the crossing?
Copies must be available on-board the aircraft. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter4, Paragraph 4.1.1

56. When London Control asks me “What services are we requesting”. What are they asking for?
“Basic Service”, relies on the pilot avoiding other traffic, unaided by controllers/ FISOs. Pilots should not expect any form of traffic information from a controller/FISO. Traffic Service is a surveillance based ATS, where in addition to the provisions of Basic Service, the controller provides specific surveillance-derived traffic information to assist the pilot in avoiding other traffic.
“Deconfliction Service” is a surveillance based ATS where, in addition to the provisions of a Basic Service, the controller provides specific surveillance-derived traffic information and issues headings and/or levels aimed at achieving planned deconfliction minima, or for positioning and/or sequencing.
“Procedural Service” the controller provides restrictions, instructions, and approach clearances, which if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service.
CAP 774 UK Flight Information Services”

57. What document defines “Class Two Navigation” for the FAA?
Any navigation that is not Class One.
FAA Order 8900.1 Volume 4, Chapter 1, Section 4, Paragraph 4-76B.

58. What is a “Minor Repair” to a SAFA inspector in the UK?
A minor repair or modification means one which has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission or other characteristics affecting the airworthiness of the aircraft, part or equipment. UK’s CAP 393, Air Navigation the order and procedures, Section3, Item #30

59. If SELCAL isn’t functioning in Oceanic/Remote airspace. Can I continue the flight?
Yes, SELCAL meets the “Continuous listening watch” requirement of 14 CFR 91.511. If SELCAL is inoperative one of the pilots must listen on the appropriate enroute frequency for calls.

60. What document can pilots refer to find “Country or Region specific” information?
That country’s Aeronautical Information Publication is the source.Jeppeson reprints some of this information in the ATC Section of their publications. ICAO Document #7030 and FAA AC 90-70A are additional resources

61. Where would you find intercept procedures?
ICAO Annex 2, chapter 3, paragraph 3.8, and attachment Acontains guidance for international interception procedures. Appendix 1 of Annex 2 contains international interception signals. Further information is found in ICAO Document #4444, Section 15, Paragraph 15.5.1 and 15.5.2.

62. Is specific training required to be conducted in the area of Foreign ATC terminology and verbiage?
No. Recommended reading on this subject: ICAO Annex 10, Volume2. ICAO Document 9432, UK’s CAP 413 and the FAA’s Pilot/Controller Glossary

63. Define “Loop Error” and describe how you will guard against this risk.
Misunderstanding of clearance details between the pilot and the controller. This is one of the reasons that in the NAT pilots are required to report before leaving any altitude and upon reaching a new cruising altitude. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter

9, Paragraph 9.1.15

64. What should you consider doing when overtaking another aircraft that is 1000 feet below your altitude directly underneath your flight track?
An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 8, Paragraph 8.5.3

65. Briefly describe MNPS dimensions
“The vertical dimension of MNPS Airspace is between FL285 and FL420 (i.e. in terms of normally used cruising levels, from FL290 to FL410 inclusive). The lateral dimensions include the following Control Areas (CTAs): REYKJAVIK, SHANWICK, GANDER and SANTA MARIA OCEANIC plus the portion of NEW YORK OCEANIC which is North of 27°N but excluding the area which is west of 60°W & south of 38°30’N NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Foreword

66. When should we squawk 2000?
When reaching oceanic airspace, squawk 2000 and monitor VHF 121.5 and the air-to-air frequency 123.45. FAA AC 90-70A Chapter 5, Paragraph 5.5

67. Briefly describe the cockpit set-up for VHF radios (121.5, 123.45) in Oceanic/Remote airspace.
When reaching oceanic airspace, squawk 2000 and monitor VHF 121.5 and the air-to-air frequency 123.45. FAA AC 90-70A Chapter 5, Paragraph 5.5

68. Is a master clock required to be designated in Oceanic/Remote airspace?
Yes. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 8, Paragraph 8.2.2 FAA AC 90-70A Appendix 2 Paragraph 2

69. What is the allowable Track and Distance difference, from each waypoint displayed in the FMS vs. Master Document?
2-3 degrees and 1-2 NM. These small differences are there due to the individual FMS calculations of track and distances vs. flight planning computers calculation. Larger differences need to be investigated and resolved. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 8, Paragraph 8.3.18

70. When should we give a new ETA?
Time Error. Occurs when an aircraft’s reported actual time of arrival (ATA) is more than 3 minutes before or after the estimated time of arrival (ETA). (For North Atlantic (NAT) the criteria are 3 minutes or more.) FAA ORDER 7110.82D Effective Date: 06/03/09

71. Generally speaking, how many minutes prior to entering Oceanic/Remote airspace, should you have the Oceanic Clearance?
It is recommended that pilots should request their Oceanic Clearance at least 40 minutes prior to the Oceanic entry point ETA except when entering the Reykjavik area from the Scottish or Stavanger areas, then the clearance should be requested 20 minutes before the Oceanic entry point ETA. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 5, Paragraph 5.1

72. What defines a Gross Navigation Error GNE?
GNE. Lateral errors of 25 nautical miles (NM) or more from the aircraft’s cleared route. FAA ORDER 7110.82D Effective Date: 06/03/09

73. What defines a Large Height Error?
Height Error. Errors of 300 feet or more from a clearance altitude. FAA ORDER 7110.82D Effective Date: 06/03/09

74. What defines a Time Error?

Time Error. Occurs when an aircraft's reported actual time of arrival (ATA) is more than 3 minutes before or after the estimated time of arrival (ETA). (For North Atlantic (NAT) the criterion is 3 minutes or more.) FAA ORDER 7110.82D Effective Date: 06/03/09

75. Briefly describe 14 CFR 91.703
When over the high seas, comply with annex 2 (Rules of the Air) to the Convention on International Civil Aviation and with 91.117(c), 91.127, 91.129, and 91.131; When within a foreign country, comply with the regulations relating to the flight and maneuver of aircraft there in force.

76. Do I need a French Crew visa?
Travel to France on the continent of Europe does not require an Schengen visa for crewmembers. France also has 4 overseas departments that are wholly integral parts of France and considered equally among the country's 28 regions. The Overseas Departments (département d'outre-mer, or DOM) include Guadeloupe (Le Raizet- TFFR), Guyane (Cayenne-Rochambeau- SOCA), Martinique (Le Lamentin- TFFF) and Reunion (Saint Denis- FMEE). However, the Schengen visa does not apply to the Overseas Departments. There is a specific visa for visits to DOM. Details regarding all French visas can be found @ the French Embassy website.
http://www.consulfrance-washington.org/spip.php?rubrique98

77. Explain the term "SLOP" the procedure for applying it.
Strategic Lateral Offset Procedure. Aircraft can fly in automatic mode 1 or 2 N.M. to the right of centerline of the cleared course. Position reports are given as if you are crossing the actual waypoint. When entering and exiting oceanic airspace you must cross the actual waypoint.ICAO Doc#4444, Chapter 16, Paragraph 16.5″

78. If an aircraft is required to deviate from track to avoid adverse meteorological conditions and a prior clearance cannot be obtained, what are the PIC responsibilities?
Alert other near by aircraft, turn on exterior lights, if more than 10 N.M. off course and flying eastbound then descend 300' if north of course or climb 300' if south of course; if westbound then climb 300' if south of course and descend 300' if north of course. ICAO Doc#4444, Chapter 15, Paragraph 15.2.3

79. How do I locate RVSM monitoring flight information on the FAA web site?
The FAA RVSM Approvals page link is:
http://www.faa.gov/air_traffic/separation_standards/naarmo/rvsm_approvals/Look under International General Aviation "IGA"

80. What are the requirements for carrying and using an oceanic plotting chart?
There is no specific regulatory requirement for plotting charts. Check your specific operations approval documents for details on your operation. The requirement is to be able to reliably fix your position and cross-check navigation information. AC 91-70A Para 3.6

81. How many aircraft within a fleet must have completed a RVSM monitoring flight to satisfy the European requirement?
Group approved and indicates data indicates RVSM compliant, 2 Aircraft per fleet. Group approved with insufficient data or Revs compliance, 60% or airframes Non group aircraft, 100% of airframesICAO Annex 6, Part I, Para. 7.2.7, Part II Para. 2.5.2.7 http://www.ecacnav.com/content.asp?PageID=65

82. What is a Journey Log Book?
A Journey Log Book shall be maintained in respect of every aircraft engaged in international navigation. In this log shall be entered particulars of the aircraft, crew and each journey. Recommended items are aeroplane nationality, registration, date, crew names and duty assignments, departure and arrival times and points, purpose and observations of the flight, PIC signature.ICAO Article 29, 34, ICAO Annex 6, Part 1, Paragraph 11.4
ICAO Annex 6, Part 2, Paragraph 2.8.2

83. How does a U.S. operator satisfy the requirement for a Journey Log Book according to the FAA?
The term logbook in this context means a navigation log and/or plotting chart that may be kept in the form of electronic data. This record should be maintained for 6 calendar months following the flight.FAA Order 8900.1 Volume 4, Chapter 12, Paragraph 4-1299 c

84. How do I determine if a country is WGS 84 compliant?
The specific country's Aeronautical Information Publication, AIP will list this information. An FAA approved source for this information may be found at: http://www.jeppesen.com/company/publications/wgs-84.jsp"

85. What is the difference between the RNAV Specification and the RNP Specification for airspaces based on Performance Based Navigation?
RNAV specifies navigation accuracy only. RNP specifies navigation accuracy, alerting and monitoringICAO Doc# 9613, "Executive Summary"

86. Is it legal to carry fireworks onboard a part 91 flight?
They are a HAZMAT, Class 1.3 or 1.4 explosive ground transport only. 49 CFR 172.101

87.When are passengers entering the United States on a Part 91 flight required to have a visa?
US Citizens do not require a visa. Non-US citizens require a visa if; they are not a citizen of a country that the US permits a waiver from. The Visa Waiver Program (VWP) and The Electronic System for Travel Authorization (ESTA) is what we are speaking of here. Frequently Asked Questions about the Visa Waiver Program and the Electronic System for Travel Authorization
http://www.cbp.gov/xp/cgov/travel/id_visa/business_pleasure/vwp/"

89. What is the meaning of listing airport elevation in hPa on some Jeppesen approach plates?
It is the difference between field elevation and the altitude. Another way of stating this; this is the Barometric pressure equivalent for QFE at airports with altimeter setting in hPa or Mb.Jeppesen Introduction Section, Page #103″

90. Are there fuel remaining requirements from and Equal Time Point to the diversion airport?
For private operators, there are no regulatory requirements for fuel remaining at ETP of oceanic/remote diversion airports. Commercial operations or Extended Range (ETOPS) do have specific planning requirements.AC 91-70a and AC 120-42b, UK CAP 513″

91. What are the requirements to become approved for RNP-4?
Long-range navigation systems capable of RNP-4 navigation are required for the LOA/OpSpec to be issued. To use RNP-4 in a 30/30NM separation standard ADS-C and CPDLC will be requiredPBN-BASED RNP 4 JOB AID, 5/6/09 FAA Order 8400.33, 9/15/05″

92. I've recently heard a pilot mentioning a requirement for ""Aircraft operating certificate in Europe" For Part 91 Operations, do we need to compile with this regulation to operate in Europe?
An AOC is not a requirement for an FAA Part 91 General Aviation operation. A change to ICAO Annex 6 in 2010 requires an AOC be in a standardized format and Certified True Copy for commercial operations. This may be part of the confusion.There is an FAA Info to Operators that describes this in detail. InFo#09019 dated 12/1/09. The key is to prove to a foreign inspector that your operation is GA vice commercial. There is an AC that helps. AC 120-12A dated 4/24/86 describes what defines ""Commercial Operations".

93. I thought that with ADS-C the aircraft was sending position reports to a ground station (once logged on) Why do I have to make HF radio calls?
HF radios would be used to voice report position, maintain a back-up to CPDLC. SELCAL would also have to be checked for functionality.Global Operational Data Link Document (GOLD) Chapter 5, Paragraph 5.1.3.7
140. Where in the world does RNP 4 airspace exist?
RNP-4 is used in support of 30/30NM separation in the SOPAC.FAA Order 8400.33, 9/15/05

94. Does a Part 91 operator require a LOA or specific training to conduct operations in the Polar region?

No LOA nor specific training is required for a Part 91 operator to conduct Polar operators. However, specific navigation authorization is required for commercial operators.FAA Order 8900.1 Vol.4, Chap.1, Sec.2, Para 4-24″

95. Where in Annex 6 does it state that an ELT must operate on 406 MHz?
ICAO does not have a requirement for a specific ELT transmitter. Annex 6 describes how many and if automatic or not, Annex 10 describes specifications for the actual transmitter. An individual country's Aeronautical Information Publication, AIP will state the requirement for Either 121.5 or 406MHz transmitters.ICAO Annex 6, Part I, Para. 2.4.12 ICAO Annex 10 Volume III, Part II, Chapter 5."

96. Do the North Atlantic Region lost communications procedures apply in the WATRS Plus airspace?
No, the Western Atlantic Area is a different designation than NAT/MNPS. You are expected to comply with ICAO Doc#4444, Chapter15 while in the WATERS Plus area.The US NOTAMS, International section describes this in detail and can be found at: http://www.faa.gov/air_traffic/publications/notices/"

97. Where would you look for the route information if cleared on the following clearance in Canadian Airspace, FOXXE N26A SPOTE N28A MT N32A SSM?
This is a combination of three different North American Routes. These routes are described in general terms in theNAT Document #007 and in detail in the FAA's Northeastern Facilities Directory or the Canadian Flight Supplement.

98. Is it possible to do CPDLC with AFIS?
No. These are two separate and distinct communication protocols.Global Operational Datalink Document, GOLD Chapter 3, Paragraph 3.1

99. Can I pass position reports via AFIS?
No. But, FMS Waypoint Position Reporting (FMS WPR) is available in the NAT with approval from the specific OCA.Nat DOC#007, Paragraph 6.1.20

100. When accomplishing a position accuracy check, the FMS position should be checked against what navigation sources?
A ground based NAVID such as a VOR/DME or a RADAR position plot from ATC.AC91-70a, Chap.10 and NAT Doc. 007 Para. 8.4.9