Waypoint Management Procedures
from FAA AC 91-70

N5300.0 W03000.0   13 Character LAT/LONG in 10ths of a minute

5330N   ARINC 424 Waypoint Abbreviation for North Atlantic

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

```
 (5330N)
 _____      390  -50 223/064 465 089  0389 00:45 1355  02:12   903
 _____      520  P12 P054     519 086  1940 03:58 08115 08545  1806
N53 00.0W030 00.0      DCT      01  072  1101                    _____
```

The second pilot independently checks the FMS waypoint and the FMS leg mag course and distance to the flight plan waypoint and mag course and distance (Glass to Paper), then places a check beside the circled waypoint

```
✔ (5330N)
 _____      390  -50 223/064 465 089  0389 00:45 1355  02:12   903
 _____      520  P12 P054     519 086  1940 03:58 08115 08545  1806
N53 00.0W030 00.0      DCT      01  072  1101                    _____
```

When a waypoint has been overflown and the navigation system sequences waypoint passage a diagonal line is drawn though the circled waypoint. The waypoint actual time of arrival (ATA) should then be annotated on the master document along with the actual fuel remaining (AFR) as indicated at the waypoint and the next waypoint's estimated time of arrival (ETA) as indicated in the navigation system

```
✔ (5330N)
  0445        390  -50 223/064 465 089  0389 00:45 1355  02:12   903
  0446        520  P12 P054     519 086  1940 03:58 08115 08545  1806
N53 00.0W030 00.0      DCT      01  072  1101                     8700
```

At the completion of a 10 minute or 2-degree course validation an opposing diagonal line will be drawn through the circled waypoint

```
✔ (5330N)
  0445        390  -50 223/064 465 089  0389 00:45 1355  02:12   903
  0446        520  P12 P054     519 086  1940 03:58 08115 08545  1806
N53 00.0W030 00.0      DCT      01  072  1101                     8700
```