**Preflight**

Label one copy of the computer flight plan “Master Document”

Plot route over Class II airspace and any relevant tracks

Add ETPs (loss of pressurization, all-engine cruise, loss of engine) if required

Position Check: Ramp (GPS) N/S E/W

<table>
<thead>
<tr>
<th>IRS #1</th>
<th>IRS #2</th>
<th>IRS #3</th>
<th>GPS #1</th>
<th>GPS #2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diff</td>
<td>Diff</td>
<td>Diff</td>
<td>Diff</td>
<td>Diff</td>
</tr>
</tbody>
</table>

Altimeter Check: QNH Pilot’s Stby Copilot’s

Time Check: Source (circle) WWV/GPS/ATC +/- 10 sec

Compare Master Document course/distance with plotting or en route chart, circle waypoint

Compare Master Document course/distance with FMS, draw diagonal over waypoint

Record fuel onboard on the Master Document

**Coast Out**

Check both HFs, check SELCAL prior to entering oceanic airspace

Nav Accuracy Check RAW: Fix Radial Distance

FMS: Fix Radial Distance

Altimeter Check: QNH Pilot’s Stby Copilot’s

Record oceanic clearances on the Master Document

Initiate SLOP, squawk 2000, monitor 121.5 and 123.45

**At Each Waypoint**

Record ATA, fuel remaining, winds/temperature (if required), next ETA, HF frequencies, three altimeters on Master Document

Make the position report, draw a second diagonal over waypoint on Master Document

Check distance, time, heading, and fuel remaining against the Master Document

Plot aircraft position approximately 10 minutes after waypoint passage

**Coast In**

Remove SLOP, squawk as required

Nav Accuracy Check RAW: Fix Radial Distance

FMS: Fix Radial Distance

**Post-flight**

Position Check: Ramp (GPS) N/S E/W

<table>
<thead>
<tr>
<th>IRS #1</th>
<th>IRS #2</th>
<th>IRS #3</th>
<th>GPS #1</th>
<th>GPS #2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diff</td>
<td>Diff</td>
<td>Diff</td>
<td>Diff</td>
<td>Diff</td>
</tr>
</tbody>
</table>

Altimeter Check: QNH Pilot’s Stby Copilot’s