LTN 92 OCEANIC WAYPOINT STANDARD NAMING CONVENTION

The LTN-92 does contain pre-stored oceanic waypoints in a non-proprietary worldwide database like we currently use. The standard naming convention consists of four numbers and one alpha character, in either NNANN or NNNNA format. The first two numbers are the latitude in whole degrees and the second two are the longitude in whole degrees. If the longitude is 100 degrees or more the appropriate alpha character is placed between the numbers, otherwise the alpha character is positioned to the right of the four numbers.

The alpha characters used are N, E, W, and S. It is important to note that they are not the green N, E, W, and S keys found on the numeric portion of the keypad, but are entered using the respective alpha keys themselves. By choosing from the options below you can select the northern or southern hemisphere for latitude, and the western or eastern hemisphere for longitude.

The alpha character "N" is used to select north and west longitude.
The alpha character "E" is used to select north and east longitude.

The alpha character "W" is used to select south and west longitude.
The alpha character "S" is used to select south and east longitude.

Examples:

North Lat./West Long
N52^0 00/W075^0 00 = 5275N
N50^0 00/W155^0 00 = 50N55

North Lat./East Long
N50^0 00/E020^0 00 = 5020E
N05^0 00/E170^0 00 = 05E70

South Lat./West Long
S07^0 00/W008^{0}00 = 0708W
S12^0 00/W180^{0}00 = 12W80

South Lat./East Long
S30^0 00/E020^0 00 = 3020S
S50^0 00/E110^0 00 = 50S10

While the LTN-92 worldwide database does not contain every Lat./Long combination it does contain those for the most frequently traveled areas of the world such as the North Atlantic. For all operations, oceanic waypoints may be entered using the above naming conventions. However, if the database does not recognize it, it will be necessary to 'build' the Lat./Long for the waypoint.

Use of these standard naming conventions will reduce the number of keystrokes for entering an oceanic flight plan, thus minimizing the possibility of data entry errors. This will then have the effect of reducing the possibility of a gross navigation error.

All other waypoint entry, crosscheck and flight plan management procedures remain unchanged.