



GREENLAND DECOMPRESSION ESCAPE ROUTES

Altitudes depicted in the Greenland Escape Route Chart provide a minimum of 2,500 feet of obstacle clearance provided the altitude flown is temperature corrected. This provides a sufficient margin for altimeter errors when using 29.92 (1013.25), as well as for 1,000 feet of obstacle clearance. Therefore a local area altimeter is not mandatory for this chart.

Zone 1:
Turn to 270° True Track and continue until 60W, then direct to Thule (BGTL/THU) or suitable alternate

Zone 2:
Turn to 90° True Track and continue until 20W, then direct to Keflavik (BIKF/KEF) or suitable alternate

Zone 3:
Proceed directly to position 70N54W then direct Kangerlussuaq (BGSF/SFJ) or suitable alternate

Zone 4:
Proceed directly to position 70N24W then direct Keflavik (BIKF/KEF) or suitable alternate

Zone 5:
Proceed directly to Keflavik (BIKF/KEF) or a suitable alternate

Zone 6:
Proceed directly to position 67N32W then direct to Keflavik (BIKF/KEF) or suitable alternate

Zone 7:
Proceed directly to position 65N40W then direct to Keflavik (BIKF/KEF) or suitable alternate

Zone 8:
Proceed directly to Kangerlussuaq (BGSF/SFJ), then to suitable alternate

Zone 9:
Westbound: Turn to 270° True Track and continue until 55W, then direct to Iqaluit (CYFB/YFB) or suitable alternate
Eastbound: Turn to 90° True Track and continue until 35W, then direct to Keflavik (BIKF/KEF) or suitable alternate

Greenland Engine Out Driftdown Escape Route
Proceed as per flight plan or to a suitable alternate. In the event of an engine out during climb in mountainous terrain, the decompression escape route may provide the most suitable routing to either an alternate airport, or a return to the departure airport