Distance **x** GSr_
GSr + GSc = ETP (NM)

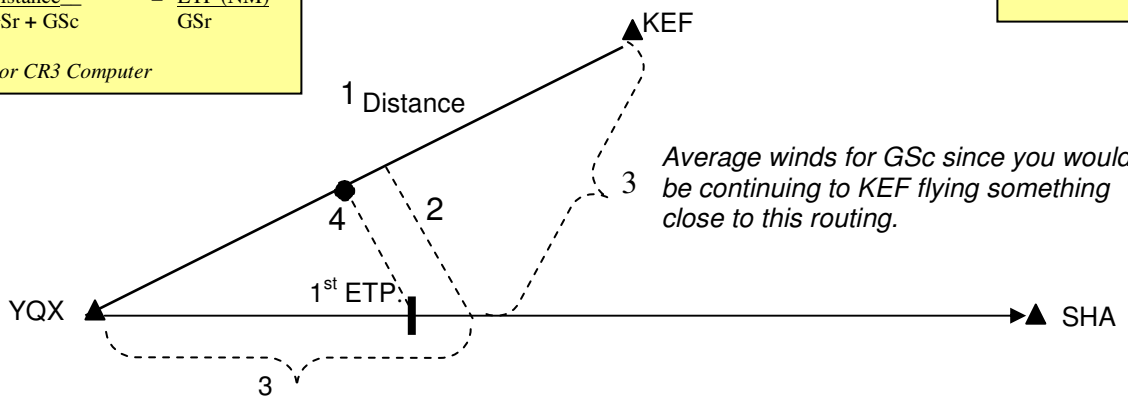
For Calculator

Distance__ = ETP (NM)
GSr + GSc GSr

For CR3 Computer

1st half of Flight
Off Route Divert Procedure -Determine your ETP

GSc – Ground Speed to Continue
GSr – Ground Speed to Return



Average winds for GSc since you would be continuing to KEF flying something close to this routing.

Average winds for GSr since you would be returning to YQX from anywhere along this sector

1. Determine total distance (straight line between alternates being used for 1st half of flight). To be used in formula (DIS).
2. Measure half the distance between YQX and KEF, from that point extend a line perpendicular marking the point where it intersects your route of flight. (This is done to establish a point along your route of flight where you would evaluate and determine the average winds between this point and Gander (GSr), also this point and Keflavik (GSc) to determine your ground speeds.
3. Compute both GSr and GSc. To be used in formula.
4. Compute formula. The final result (ETP in formula) is a distance plotted along the straight line between alternates being used for that portion of the flight. **Always measure from the RTN alternate**, i.e. YQX to KEF
   - From this point extend a line perpendicular to your route of flight. This intersection becomes the first ETP supporting YQX and KEF.

Distance **x** GSr_
GSr + GSc = ETP (NM)

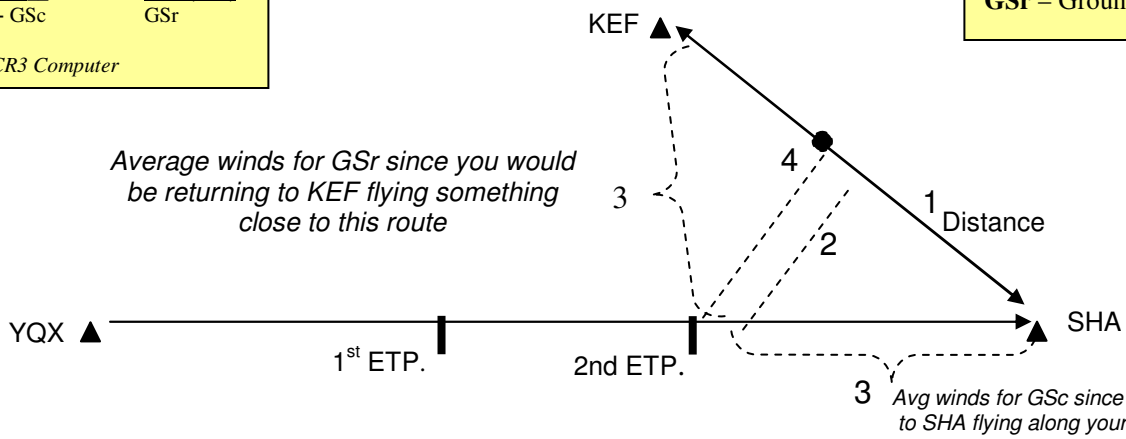
For Calculator

Distance__ = ETP (NM)
GSr + GSc GSr

For CR3 Computer

2nd half of Flight
Off Route Divert Procedure -Determine your ETP

GSc – Ground Speed to Continue
GSr – Ground Speed to Return



Average winds for GSr since you would be returning to KEF flying something close to this route

Avg winds for GSc since you would be continuing to SHA flying along your original routing.

1. Determine total distance (straight line between alternates being used for 2nd half of flight). Distance is used in the formula.
2. Measure half the distance between KEF and SHA, from that point extend a line perpendicular marking the point where it intersects your route of flight. (This is done to establish a point along your route of flight where you would evaluate and determine the average winds between this point and Keflavik (GSr), also this point and Shannon (GSc) to determine your ground speeds.
3. Compute both GSr and GSc. (use results in formula)
4. Compute formula. The final result (ETP in formula) is a distance plotted along the straight line between alternates being used for that portion of the flight, **Always measuring from the RTN alternate**, i.e. KEF to SHA.
   - From this point extend a line perpendicular to your route of flight. This intersection becomes the 2nd ETP supporting KEF and SHA.