

COMPUTED AIR RELEASE POINT COMPUTATIONS							DATE													
NAVIGATOR'S NAME <i>(Print)</i>			CALL SIGN	ORGANIZATION	NAVIGATOR'S SIGNATURE															
FACTORS		DATA	DROP DATA	RESULTS																
1	DROP ALTITUDE				PREFLIGHT ALTIMETER SETTING															
2	TERRAIN ELEVATION	+			DROP ZONE															
3	TRUE ALTITUDE				SCHEDULED DROP TIME(S)															
4	PRESSURE ALTITUDE VARIATION	+ A			LOAD															
5	PRESSURE ALTITUDE				LOAD WEIGHT															
6	CORRECTED DROP ALTITUDE	B			PARACHUTE <i>(Type and number)</i>															
7	TERRAIN ELEVATION	+			FLIGHT STATION OF LOAD															
8	INDICATED ALTITUDE				<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:5%; text-align: center;">A</td> <td style="width:45%; text-align: center;"> $\frac{29.92}{(\quad)} = \frac{(\quad)}{29.92}$ </td> <td style="width:50%;"></td> </tr> <tr> <td style="text-align: center;">B</td> <td style="text-align: center;"> $\frac{\text{Temperature}}{\text{Pressure Altitude}} = \frac{\text{Drop Altitude}}{\text{Corrected Drop Altitude}}$ <i>(ALTITUDE WINDOW)</i> </td> <td></td> </tr> <tr> <td style="text-align: center;">C</td> <td style="text-align: center;"> $\frac{\text{Average Temperature}}{\text{Average Pressure Altitude}} = \frac{\text{Adjusted Rate of Fall}}{\text{Rate of Fall}}$ <i>(DENSITY ALTITUDE WINDOW)</i> </td> <td></td> </tr> </table>				A	$\frac{29.92}{(\quad)} = \frac{(\quad)}{29.92}$		B	$\frac{\text{Temperature}}{\text{Pressure Altitude}} = \frac{\text{Drop Altitude}}{\text{Corrected Drop Altitude}}$ <i>(ALTITUDE WINDOW)</i>		C	$\frac{\text{Average Temperature}}{\text{Average Pressure Altitude}} = \frac{\text{Adjusted Rate of Fall}}{\text{Rate of Fall}}$ <i>(DENSITY ALTITUDE WINDOW)</i>				
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9	TRUE ALTITUDE TEMPERATURE																			
10	IAS/CAS/EAS																			
11	TRUE AIRSPEED																			
12	RATE OF FALL																			
13	ADJUSTED RATE OF FALL	C																		
14	ALTITUDE ABOVE POINT OF IMPACT	D			<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:5%; text-align: center;">D</td> <td style="width:45%;">True Altitude</td> <td style="width:50%;"></td> </tr> <tr> <td></td> <td>Minus Point of Impact Elevation <i>(Altitude above Point of Impact)</i></td> <td></td> </tr> <tr> <td style="text-align: center;">E</td> <td style="text-align: center;"> $\frac{\text{Adjusted Rate of Fall}}{\text{Stabilization Altitude}} = \frac{1.0}{\text{Time of Fall}}$ </td> <td></td> </tr> </table>				D	True Altitude			Minus Point of Impact Elevation <i>(Altitude above Point of Impact)</i>		E	$\frac{\text{Adjusted Rate of Fall}}{\text{Stabilization Altitude}} = \frac{1.0}{\text{Time of Fall}}$				
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23	MAG/TRUE COURSE																			
24	DRIFT CORRECTION				<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:5%; text-align: center;">D</td> <td style="width:45%;">SURFACE WIND</td> <td style="width:50%;"></td> </tr> <tr> <td></td> <td>MEAN EFFECTIVE WIND</td> <td></td> </tr> <tr> <td style="text-align: center;">A</td> <td>ALTITUDE WIND</td> <td></td> </tr> </table>				D	SURFACE WIND			MEAN EFFECTIVE WIND		A	ALTITUDE WIND				
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34	USABLE DROP ZONE TIME	H																		
35	RED LIGHT TIME <i>(32 PLUS 34)</i>				CORRECTED CIRCULAR ERROR															

