

**INSTRUMENT PROCEDURE FLYABILITY CHECK
DEPARTURE PROCEDURE (DP)**

LOCATION	ICAO IDENTIFICATION
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NAME OF PROCEDURE

TYPE AIRCRAFT	PILOT
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METHOD		
<input type="checkbox"/> LIVE (Actually flown)	<input type="checkbox"/> SIMULATOR	<input type="checkbox"/> TABLE TOP REVIEW ONLY

TERPS SPECIALIST COMMENTS

***NOTE:** Departures are to be flown at 200 feet per Nautical Mile (i.e., 600 Ft/Min. VVI at 180 KIAS) or at the published Rate of Climb as indicated in a Climb Table, whichever is greater. Vigilance for obstructions that could be unsafe is critical. Areas not checked/flown should be annotated "NF" in the remarks section*

SAT	UNSAT		REMARKS
<input type="checkbox"/>	<input type="checkbox"/>	AIRCRAFT MANEUVERING	
<input type="checkbox"/>	<input type="checkbox"/>	ALTITUDE RESTRICTIONS	
<input type="checkbox"/>	<input type="checkbox"/>	NAVAID RECEPTION	
<input type="checkbox"/>	<input type="checkbox"/>	COCKPIT WORKLOAD	
<input type="checkbox"/>	<input type="checkbox"/>	OBSTACLE CLEARANCE	
<input type="checkbox"/>	<input type="checkbox"/>	EASY TO UNDERSTAND	

FLYABILITY CHECK PILOT COMMENTS

I CONSIDER THE ABOVE SPECIFIED INSTRUMENT PROCEDURE AS FLYABLE IAW THIS CHECKLIST

SIGNATURE	DATE
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PRINTED/TYPED NAME AND RANK	DUTY PHONE (DSN/COMMERCIAL)	UNIT/MAJCOM
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About the ITAOP/savePDF Method

The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).