

## HIGH ALTITUDE RELEASE POINT COMPUTATION

NAVIGATOR		CHUTE (Type and Number)			LOAD WEIGHT	DROP ZONE	ORGANIZATION			DATE
1	DROP INDICATED TRUE ALTITUDE					32	DEPLOYED DRIFT EFFECT	E		
2	PRESSURE ALTITUDE VARIATION	A	+			33	DROP ALTITUDE			
3	DROP PRESSURE ALTITUDE						VERTICAL DISTANCE	-		
	"D" VALUE	+				35	STABILIZATION ALTITUDE			
5	DROP TRUE ALTITUDE					36	ACTUATION ALTITUDE/ZERO (0)	-		
	POINT OF IMPACT ELEVATION	-				37	HIGH VELOCITY FALL DISTANCE			
7	DROP ALTITUDE					38	HIGH VELOCITY MID PRESSURE ALTITUDE			
	DROP ALTITUDE TEMPERATURE					39	HIGH			
	POINT OF IMPACT ELEVATION						HIGH VELOCITY RATE OF FALL			
10	PRESSURE ALTITUDE VARIATION	A	+			41	HIGH VELOCITY ADJUSTED RATE OF FALL	C		
11	POINT OF IMPACT PRESSURE ALTITUDE					42	HIGH VELOCITY TIME OF FALL	D		
	POINT OF IMPACT TEMPERATURE						TIME OF FALL CONSTANT	+		
	ACTUATION INDICATED ALTITUDE					44	HIGH VELOCITY TOTAL TIME OF FALL			
	POINT OF IMPACT ELEVATION	+					BALLISTIC WIND			
	ACTUATION INDICATED TRUE ALTITUDE					46	HIGH VELOCITY DRIFT EFFECT	E		
16	PRESSURE ALTITUDE VARIATION	A	+			47	IAS/CAS/EAS			
17	ACTUATION PRESSURE ALTITUDE					48	TRUE AIR SPEED			
18	ACTUATION ALTITUDE TEMPERATURE						DROP ALTITUDE MAG/TRUE WIND			
19	ACTUATION ALTITUDE (ABS ALT)	B					MAG/TRUE COURSE			
	POINT OF IMPACT ELEVATION	+				51	DRIFT CORRECTION			
21	ACTUATION TRUE ALTITUDE					52	MAG/TRUE HEADING			
	DECLERATION DISTANCE	-				53	GROUNDSPEED			
23	DEPLOYMENT ALTITUDE						EXIT TIME			
24	DEPLOYED MID PRESSURE ALTITUDE						DECELERATION QUOTIENT	+		
25	DEPLOYED TEMPERATURE					56	FORWARD TRAVEL TIME			
	DEPLOYED RATE OF FALL					57	FORWARD TRAVEL DISTANCE	F		
27	DEPLOYED ADJUSTED RATE OF FALL	C				58	STOP WATCH DISTANCE			
28	DEPLOYED TIME OF FALL	D				59	STOP WATCH TIME	F		
	DECLERATION TIME	+					USABLE DZ LENGTH			
30	TOTAL TIME OF FALL					61	USABLE DZ TIME (Minus one second)	F		
	DEPLOYED WIND					62	RED LIGHT TIME (56 PLUS 61)			
A $\frac{29.92}{( )} - \frac{( )}{29.92}$		B $\frac{\text{Temperature}}{\text{Pressure Altitude}} = \frac{(\text{ABS Altitude})}{\text{Indicated ABS Altitude}}$				C $\frac{\text{Temperature}}{\text{Mid Pressure Altitude}} = \frac{(\text{Adj Rate of Fall})}{\text{Rate of Fall}}$			TOT	CE
		(ALTITUDE WINDOW)				(DENSITY ALTITUDE WINDOW)				
D $\frac{\text{Adjusted Rate of}}{\text{Altitude/Fall Distance}} = \frac{1.0}{(\text{Time of Fall})}$		E $\frac{\text{Total Time of Fall}}{1.78 \text{ yds}/1.94 \text{ mtrs}} = \frac{(\text{Drift Effect})}{\text{Windspeed}}$			F $\frac{\text{Groundspeed}}{1.78 \text{ yds}/1.94 \text{ mtrs}} = \frac{(\text{Distance})}{\text{Time}}$			RELEASE METHOD		

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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).