

KC-135R TAKEOFF DATA					DATE	TIME
PILOT IN COMMAND			AIRCRAFT NUMBER	FLAPS <input type="checkbox"/> 20° <input type="checkbox"/> 30°	AIR CONDITIONING <input type="checkbox"/> ON <input type="checkbox"/> OFF	
ITEM			PLANNED DATA		CORRECTED DATA	
RUNWAY AVAILABLE		TRN FOR 70%		GROSS WT	ANTI-ICE <input type="checkbox"/> ON <input type="checkbox"/> OFF	RGA <input type="checkbox"/> ACCL <input type="checkbox"/> MAX
TAKEOFF THRUST SELECTION			TEMP	P.A.	WIND	RCR
TRN N ₁	MCL N ₁	RA-2000 TRN	CLIMB GRD TRN	N ₁ FOR HIGHEST TRN	TMP	P.A.
					WIND	RCR
					RWY	RWY
					GRADE	GRADE
OBSTACLE DISTANCE/HEIGHT			/	/	/	/
TAKEOFF N ₁						
THRUST REFERENCE NUMBER						
CLIMB GRADIENT						
CRITICAL FIELD LENGTH						
S P E E D	ROTATION					
	TAKEOFF SPEED					
	INFLIGHT MIN CONTROL					
	GROUND MIN CONTROL EFAS ON/OFF					
	ENGINE FAILURE CRITICAL/NON CRITICAL					
	REFUSAL					
	MAXIMUM BRAKE					
	S-1					
MAXIMUM ALLOWABLE CROSSWIND COMPONENT						
% MAC/STABILIZER TRIM			/	/	/	/
FLAP RETRAC T	30°20 (Climbout Speed + 10 Knots)					
	20°0 (Climbout Speed + 25 Knots)					
THREE ENGINE	CLIMBOUT SPEED/SPEED DEVIATION		/	/	/	/
	RATE OF CLIMB					
	CLEANUP HEIGHT (Indicated ALT)					
	HEIGHT ABOVE OBSTACLE					
EMERGENCY APPROACH SPEED						
EMERGENCY THRESHOLD SPEED						
HOT BRAKES SPEED						
REMARKS					COMPUTED BY	
					REVIEWED BY	

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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).

RC/EC/KC-135 TAKEOFF DATA							DATE	TIME
PILOT IN COMMAND			AIRCRAFT NUMBER		FLAPS <input type="checkbox"/> 20° <input type="checkbox"/> 30°		AIR CONDITIONING <input type="checkbox"/> ON <input type="checkbox"/> OFF	
ITEM			PLANNED DATA				CORRECTED DATA	
RUNWAY AVAILABLE/ASSUMED			GROSS WT		ANTI-ICE <input type="checkbox"/> ON <input type="checkbox"/> OFF <input type="checkbox"/> ACCL <input type="checkbox"/> MAX		GROSS WT	
			TEMP		P. A.		TEMP	
			WIND		RCR		WIND	
			RWA		RWA		RWA	
			ACCL		ACCL		ACCL	
			MAX		MAX		MAX	
REDUCED	TRT		EPR RA/CALM		TEMP		P.A.	
	MIN REDUCED EPR		CLIMB GRAD EPR		RWY		RWY	
					GRADE		GRADE	
					GRADE		GRADE	
OBSTACLE DISTANCE/HEIGHT			/		/		/	
TAKEOFF EPR/DRY TRT			/		/		/	
EPR WATER RUNOUT								
CLIMB GRADIENT								
CRITICAL FIELD LENGTH								
SPEED	ROTATION							
	GROUND MIN CONTROL							
	CRITICAL ENGINE FAILURE							
	REFUSAL							
	MAXIMUM BRAKE							
	S-1							
PERCENT MAC								
STABILIZER TRIM								
FLAP RETRACT	30° 20°							
	20° 0°							
THREE ENGIN	CLIMBOUT SPEED/SPD DEVIATION		/		/		/	
	RATE OF CLIMB							
	CLEANUP/MAX FLAPS DOWN HEIGHT (Indicated ALT)							
	HEIGHT ABOVE OBSTACLE							
EMERGENCY APPROACH SPEED								
EMERGENCY REFERENCE SPEED								
HOT BRAKES SPEED								
REMARKS							COMPUTED BY	
							REVIEWED BY	