

NAVIGATION REPORT

1. NAVIGATOR OR N1 (Name, Grade)	2. NAVIGATOR 2 (Name, Grade)	3. POSITION MONITOR (Name)	4. CELESTIAL OBSERVATION(s) (Name)
5. DATE FLOWN (Zulu Date)	6. OG/SQUADRON	7. RSR OFFICER (Name)	8. AIRCRAFT TAIL NUMBER
9. SEXTANT CORRECTION 1 2 Ground Check <input type="checkbox"/> NM <input type="checkbox"/> NM Air Check <input type="checkbox"/> NM <input type="checkbox"/> NM	10. TYPE NAV LEG (Check One) <input type="checkbox"/> Mission <input type="checkbox"/> Cat I/Overwater <input type="checkbox"/> Tactical <input type="checkbox"/> Other (Specify) <input type="checkbox"/> GRID	11. AREA OF OPERATIONS (Check One) <input type="checkbox"/> CONUS <input type="checkbox"/> PACIFIC <input type="checkbox"/> EUROPE <input type="checkbox"/> Other (Specify) <input type="checkbox"/> ALASKA	12. DR METHOD <input type="checkbox"/> Manual DR <input type="checkbox"/> Automatic DR <input type="checkbox"/> Other (Specify)

I. NAVIGATION - POSITION ACCURACY DATA (Completed by Aircraft Position Monitor)

13. POSITION (Time, -ID, Radial & DME, INS coordinates if radio aid not available, -NM Left or Right of Course, -Remarks on Reverse, If Required)

ST NAV	Z	NM							
2	Z	NM			7	Z			NM
3	Z	NM			8	Z			NM
4	Z	NM			9	Z			NM
5	Z	NM			10	Z			NM
6	Z	NM			11	Z			NM
					END NAV	Z			NM

14. TERMINATION FIX _____ NM (Distance from planned/replanned end NAV point to the terminal fix)

II. CONTROL TIME/POSITION ACCURACY DATA (Complete by Aircraft Position Monitor)

15. DESIRED POSITION	DESIRED TIME	ACTUAL POSITION	ACTUAL TIME	CIRCULAR ERROR
	Z		Z	NM
16. DESIRED POSITION	DESIRED TIME	ACTUAL POSITION	ACTUAL TIME	CIRCULAR ERROR
	Z		Z	NM

III. COMPUTATION, PLOTTING ERROR, AND NAVIGATION ACCURACY STANDARD SUMMARY (Completed by Replot Officer)

17. TIME	Position #1		Position #2		Position #3		Position #4		Position #5	
	Z		Z		Z		Z		Z	
18. LOP NUMBER	1	2	3							
19. PRECOMP ERROR										
20. PLOTTING ERROR										
21. OTHER ERROR										
22. LOP ERROR	Average		Average		Average		Average		Average	
23. DR ERROR	NM		NM		NM		NM		NM	
24. FIX/MPP ERROR	NM		NM		NM		NM		NM	

25. CIRCULAR ERROR Distance from reconstructed final position to planned or replanned End Nav Point NM	26. RECONSTRUCTION DIFFERENCE Distance between reconstructed final position and terminal fix (End Nav Fix) NM	27. SUMMARY (Check One) <input type="checkbox"/> Successful <input type="checkbox"/> Need TNG <input type="checkbox"/> Reaccomplish
---	--	--

28. REMARKS (Use reverse, if required)

IV. VALIDATION

29. SIGNATURE (Aircraft Position Monitor)	DATE	COMMENTS
30. SIGNATURE (RSR Officer)	DATE (After Critique)	COMMENTS
31. SIGNATURE (Navigator, After Critique)	DATE (After Critique)	COMMENTS
32. SIGNATURE (Navigator 2, After Critique)	DATE (After Critique)	COMMENTS
33. SIGNATURE (Reviewing Officer)	DATE	MINIMUM REQUIREMENTS MET (Check One) <input type="checkbox"/> YES <input type="checkbox"/> NO

**Download any U.S. FedForm (free, fillable, savable in Adobe Reader)!
Start with the "Flash Demo" at the top of the following page:
www.usa-federal-forms.com**

**Convert any fillable PDF form to savable (locally, in Adobe Reader):
www.savePDF.com**

**Convert any document (in any format) to PDF fillable and savable:
www.FillinDocs.com**

**All (10's of 1,000's) U.S. Federal Forms already fillable, savable:
www.usa-federal-forms.com**

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).