TAKEOFF WORKSHEET

FLIGHT #		AIRPORT		RUNWAY	

WIND	DIRECTION	SPEED	HW / TW COMPONENT	XW COMPONENT	TEMP	C°	QNH	MB

WIND CORREC	HW / TW COMPONENT	X	RPM WIND FACTOR	=	HW / TW WEIGHT CORRECTION

CG	%

QNH CORREC	HIGH QNH FACTOR	1013	← HIGH QNH — LOW QNH →	QNH MB	LOW QNH FACTOR
CLIMB	QNH FACTOR	X	RPM CLIMB FACTOR	=	QNH CLIMB WEIGHT CORRECTION
RUNWAY	QNH FACTOR	X	RPM RUNWAY FACTOR	=	QNH RUNWAY WEIGHT CORRECTION

INITIAL CLIMB N_1% ANTI-ICE CORREC	
NACELLE	-.5%
WING	-.5%

V_1 CORREC	SLOPE ADJUSTMENT ADD 1 KT PER 1% UP SUB 2 KT PER 1% DOWN	SLOPE FACTOR	V_1 ADJUSTMENT	WIND ADJUSTMENT ADD 1 KT PER 15 KT HW SUB 4 KT PER 10 KT TW	WIND FACTOR	V_1 ADJUSTMENT

WEIGHT LIMITS		PACKS	QNH	NAI	HW / TW	DDPG	SHORTENED RUNWAY	ADJUSTED WEIGHT LIMITS
CLIMB	RPM CLIMB WEIGHT	→	→	→	→	→	→	CLIMB
RUNWAY	RPM RUNWAY WEIGHT	→	→	→	→	→	→	RUNWAY
STRUCTURAL	→	→	→	→	→	→	→	STRUCTURAL
TOGW LIMITED BY LDGW	285.7	+	FUEL BURN	=	→	→	→	TOGW LIMITED BY LDGW
MAX ALLOWABE TOGW	→	THE LESSER OF: CLIMB – RUNWAY – STRUCTURAL – TOGW LIMITED BY LDGW					→	MAX ALLOWABLE TOGW
MAX TOGW AT ASSUMED TEMP	→	EST / ACT TOGW PLUS CORRECTIONS	RESULTING RPM WEIGHT	ASSUMED TEMP C°	RESULTING RPM WEIGHT LESS CORRECTIONS = →		→	MAX TOGW AT ASSUMED TEMP
ESTIMATED TOGW	→	→	→	→	→	→	→	ESTIMATED TOGW
ACTUAL TOGW	→	→	→	→	→	→	→	ACTUAL TOGW

NOTES: