How to use Take Off/Landing Chart

What is Take/Off Landing Chart?

This chart is used by SATA Internacional real A310 pilots. Almost airlines have their one charts. This chart was made to help pilots having all the fundamental information for the respective Take Off and Landing. So we decided to bring more realism to our virtual flights by getting one of this charts. I've created this document to explain the way this chart is used. Let's start with the Take Off chart.

Take Off Chart

SATA Internacional		A 310	TAKE OFF
CO/RTE/FLT N.º _____		FROM/TO _____ /	DATE _____
TOW: _____	V1 :		ATIS CODE: _____
	VR:		RWY: _____
FLAPS: _____	V2 :		WIND: _____ / _____ Kt
FLEX TEMP:	F:		VISIBILITY/ CEILING: _____
CG: ____ % PITCH: ____	S:		QNH/QFE: _____
			TEMP: _____ / _____ °C
ACCEL ALT:	O:		TRANS ALT: _____

1. First, right down the flight number.

SATA Internacional   A 310   TAKE OFF

| CO/RTE/FLT N.º _____ | FROM/TO _____ / _____ | DATE _____ |

TOW: _____	V1 :	ATIS CODE: _____
	VR:	RWY: _____
FLAPS: _____	V2 :	WIND: _____ / _____ Kt
FLEX TEMP:	F:	VISIBILITY/ CEILING: _____
CG: ____ % PITCH: ____	S:	QNH/QFE: _____
		TEMP: _____ / _____ °C
ACCEL ALT:	O:	TRANS ALT: _____

2. Next, insert the departure and destination ICAO airport. For example, LPPT/LPPD.

SATA Internacional   A 310   TAKE OFF

| CO/RTE/FLT N.º _____ | FROM/TO _____ / _____ | DATE _____ |

TOW: _____	V1 :	ATIS CODE: _____
	VR:	RWY: _____
FLAPS: _____	V2 :	WIND: _____ / _____ Kt
FLEX TEMP:	F:	VISIBILITY/ CEILING: _____
CG: ____ % PITCH: ____	S:	QNH/QFE: _____
		TEMP: _____ / _____ °C
ACCEL ALT:	O:	TRANS ALT: _____

3. Then, note down the date of the flight.

4. In the forth step you will take note of Take Off Weight. To get that information, go to your flight plan and there you get it.

5. Simply right down the flap position for TakeOff.

6. V1....VR....V2, they are: Take Off decision speed, rotate speed and Take Off safety speed. These values are available in the aircraft speed reference table.

7. In this section you have to introduce the Flexible Temperature (if used), the Centre of Gravity and Pitch Trim for Take Off. Also you will take not of your accelerate altitude, so you will take that altitude like a reference, once you are reaching that altitude the aircraft will change from Take Off power to climb power, and that's when you start do "clean" the plane by retracting flaps, slats etc.

SATA Internacional A 310 TAKE OFF

CD/RTE/FLT N.º _____ FROM/TO _____ / _____ DATE _____

TOW: _____	V1 :	ATIS CODE: _____
FLAPS: _____	VR:	RWY: _____
	V2 :	WIND: _____ / _____ Kt
FLEX TEMP: _____	F:	VISIBILITY/ CEILING: _____
CG: ___ % PITCH: ___	S:	QNH/QFE: _____
		TEMP: _____ / _____ °C
ACCEL ALT:	O:	TRANS ALT: _____

8. Here you have to input tree reference speeds. F = flap speed to maintain when airborne with Take Off power, S = reference speed when retracting from flap position to slat position and O (Green Dot) = when reaching this speed the pilot must "clean" the aircraft by retracting slats and powering the aircraft to a climb power as climb speed.

SATA Internacional A 310 TAKE OFF

CD/RTE/FLT N.º _____ FROM/TO _____ / _____ DATE _____

TOW: _____	V1 :	ATIS CODE: _____
FLAPS: _____	VR:	RWY: _____
	V2 :	WIND: _____ / _____ Kt
FLEX TEMP:	F:	VISIBILITY/ CEILING: _____
CG: ___ % PITCH: ___	S:	QNH/QFE: _____
		TEMP: _____ / _____ °C
ACCEL ALT:	O:	TRANS ALT: _____

9. In this section you first take note of the ATIS (Air Terminal Information Service) it's a letter associated to a determined weather condition (starts with A (Alpha) and will change to B (Bravo) once the weather change, until Z (Zulu), so you can advice ATC that you got that information simply saying you have Charlie for example. The ATIS will say the current letter in the beginning. Then, runway in use, wind (degrees/speed), visibility ceiling, current QNH, temperature and dew point (temperature/dew point). TRANS ALT, you have that information in the respective SID chart. When you pass this altitude after departure you must set your altimeter from the current QNH to a standard QNH (2992/1013). If you fly online you will not get the ATIS like I showed you. For the pilots who fly online there are other ways to get that. For example: Servinfo, Squawk Box.

SATA
Internacional   **A 310**   **TAKE OFF**

CO/RTE/FLT N.º _____	FROM/TO _____ / ___	DATE _____

TOW: _____	V1 :	ATIS CODE: _____
	VR:	RWY: _____
FLAPS: _____	V2 :	WIND: _____ / _____ Kt
FLEX TEMP:	F:	VISIBILITY/ CEILING: _____
CG: ___ % PITCH: ___	S:	QNH/QFE: _____
ACCEL ALT:	O:	TEMP: _____ / ___ °C
		TRANS ALT: _____

Landing Chart

SATA Internacional   **A 310**   **LANDING**

DESTINATION:	ALTERNATE:

WEIGHT:	VREF:	ATIS CODE:
		RWY:
FLAPS:	VAPP:	WIND: _____ / _____ Kt
REMARKS:	F:	VISIBILITY/ CEILING:
	S:	QNH/QFE:
		TEMP: _____ / _____ °C
	O:	TRANS LEVEL:

Mod. 088

1. First step in this chart is to insert the destination airport ICAO code for example (LPPD), and your alternate airport ICAO code for example (LPLA).

2. In the second step, take note of your LDW (Landing Weight), your flap landing configuration, your VREF (Landing Reference Speed) and your VAPP (Approach Reference Speed). The pilot can get these values by checking the respective speed reference table or simply checking the aircraft FMS (Flight Management System).

SATA Internacional   A 310   LANDING

DESTINATION:	ALTERNATE:

WEIGHT:	VREF:	ATIS CODE:
		RWY:
FLAPS:	VAPP:	WIND: / Kt
REMARKS:	F:	VISIBILITY/ CEILING:
	S:	QNH/QFE:
		TEMP: / °C
	O:	TRANS LEVEL:

3. In the third step right any remarks you want. Then, the speeds for each slat/flap configuration, like in Take Off chart. O (Green Dot) = when reaching this speed the pilot must select Green Dot reference speed mines 10/20 Kts and set first slat position (15/00). S = Select second slat position and first flap position (15/15), (when reaching 1000ft AGL (Above Ground Level) select flaps 30. F = This is the speed reference for the flap landing configuration, standard procedure can be: reduce speed to VREF and select full flaps.

SATA Internacional   A 310   LANDING

DESTINATION:	ALTERNATE:

WEIGHT:	VREF:	ATIS CODE:
		RWY:
FLAPS:	VAPP:	WIND: / Kt
REMARKS:	F:	VISIBILITY/ CEILING:
	S:	QNH/QFE:
		TEMP: / °C
	O:	TRANS LEVEL:

4. Same as Take Off chart but Transition Level. Given by ATC. When passing this altitude set altimeter from standard QNH (2992/1013) to current QNH.

SATA
Internacional — A 310 — LANDING

DESTINATION: _____ ALTERNATE: _____

WEIGHT:	VREF:	ATIS CODE: _____
		RWY: _____
FLAPS:	VAPP:	WIND: _____ / _____ Kt
REMARKS:	F:	VISIBILITY/ CEILING: _____
	S:	QNH/QFE: _____
		TEMP: _____ / _____ °C
	O:	TRANS LEVEL: _____

Questions? Contact the Chief Pilot.

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