

## UPWIND

- TAKE DOWNWIND WITH PROPER INTERVAL
- DO NOT TURN UNTIL 500 FT MINIMUM
- PILOT RESPONSIBLE FOR INTERVAL

## DOWNWIND

- 800 FT
- 10-12 UNITS

## BREAK

- 800 FT
- 250 – 300 KTS
- TOWER: "WINDS ARE \_\_\_\_\_",  
"CLEARED TO BREAK"  
OR "CONTINUE"

## ABEAM LDG SPOT

- 120 FT
- ONE PLANE WIDTH ABEAM
- PADDLES: "CLEARED TO CROSS"
- DO NOT CROSS UNTIL FORWARD  
OF 60 DEG OFF SPOT
- LEVEL CROSS

## ABEAM

- 800 FT
- 1.0 – 1.3 DME
- CHECKS COMPLETED
- NOZZLES 50 – 60 DEG
- PILOT: "C/S, ABEAM, GEAR,  
FUEL, WET OR DRY"
- PADDLES: "EXPECT SPOT \_\_\_\_\_"  
OR "EXPECT HEAVY WAVEOFF"

## OVER SPOT

- 50 FT HOVER
- PADDLES: "CLEARED TO LAND"  
"IDLE"

## HOVER STOP

- 50.5 – 0.8 DME
- PILOT "HOVER STOP"
- PADDLES "SPOT \_\_\_\_\_" OR  
"FOULED DECK"

## GROOVE

- 1.3 – 1.5 DME
- 500 – 550 FT
- PILOT: "C/S, HARRIER BALL" OR "CLARA"
- PADDLES: "ROGER BALL"

90

- 650 FT
- 10 – 12 UNITS

180

- 800 FT
- 1.5 – 1.7 DME

## NOTES:

- 1) DO NOT TRANSMIT WITH ANOTHER AIRCRAFT IN THE GROOVE
- 2) WINDS ARE RELATIVE TO THE BRC
- 3) CONSIDERATION SHOULD BE GIVEN TO SINGLE-SHIP RECOVERIES

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