BALDY-ONE DEPARTURE

SOUTH WHITING NAS
MILTON, FLORIDA

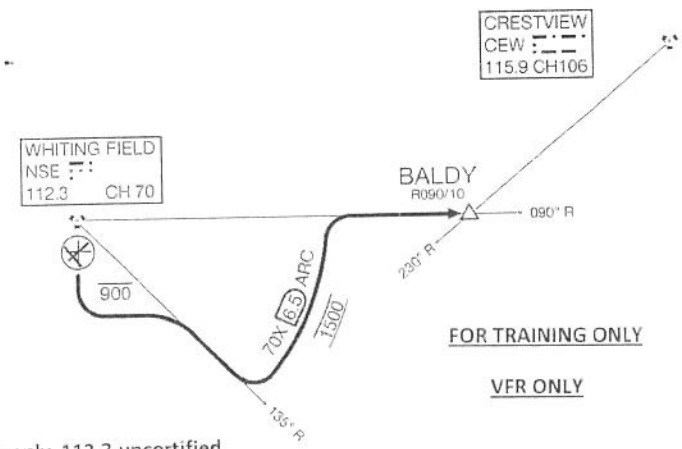
FREQUENCIES:

SO GROUND	346.8
SO TOWER	348.9
PENSACOLA DEPARTURE	385.4
EASTERN COMMON	389.1
INSTRUCTOR COMMON	121.95

DEPARTURE ROUTE DESCRIOTION:

AFTER TAKEOFF, TURN 090° CLIMB AND MAINTAIN 900, 100 KIAS, TO INTERCEPT THE NSE 135 RADIAL AND TRACK OUTBOUND. INTERCEPT THE 6.5 DME ARC CLIMBING TO 1500. FOLLOW THE 6.5 DME ARC TO INTERCEPT THE NSE 090° RADIAL OUTBOUND. MAINTAIN 1500 UNTIL BALDY.

NOTE: * RWY 32 DEPT. TURN 140° (DOWNWIND) UNTIL ABEAM APPROACH END OF RWY 32. THEN TURN TO 090° HDG



FOR TRAINING ONLY

VFR ONLY

*- 70x only 112.3 uncertified

Figure 9-4
BALDY-ONE Departure

BALDY-ONE DEPARTURE

SOUTH WHITING NAS
MILTON, FLORIDA

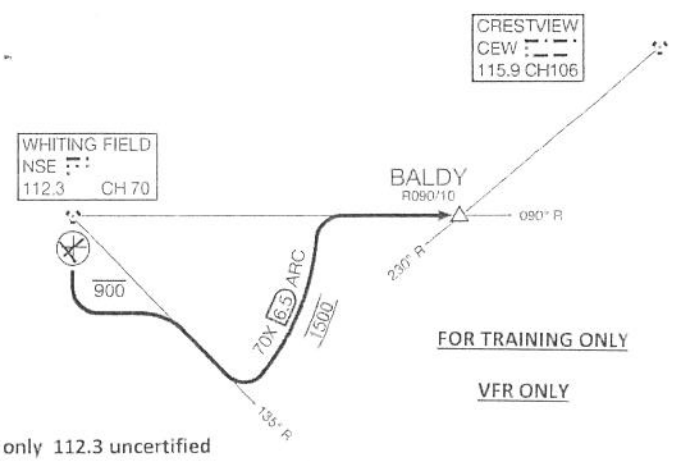
FREQUENCIES:

SO GROUND	346.8
SO TOWER	348.9
PENSACOLA DEPARTURE	385.4
EASTERN COMMON	389.1
INSTRUCTOR COMMON	121.95

DEPARTURE ROUTE DESCRIOTION:

AFTER TAKEOFF, TURN 090° CLIMB AND MAINTAIN 900, 100 KIAS, TO INTERCEPT THE NSE 135 RADIAL AND TRACK OUTBOUND. INTERCEPT THE 6.5 DME ARC CLIMBING TO 1500. FOLLOW THE 6.5 DME ARC TO INTERCEPT THE NSE 090° RADIAL OUTBOUND. MAINTAIN 1500 UNTIL BALDY.

NOTE: * RWY 32 DEPT. TURN 140° (DOWNWIND) UNTIL ABEAM APPROACH END OF RWY 32. THEN TURN TO 090° HDG

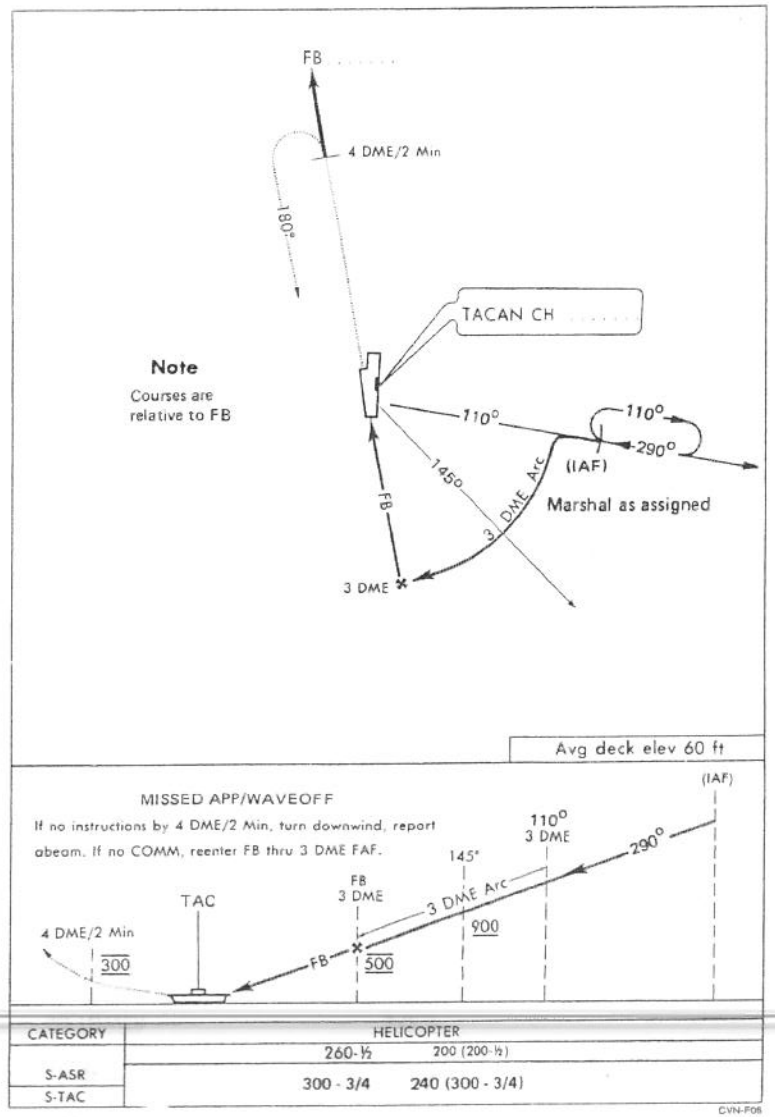


FOR TRAINING ONLY

VFR ONLY

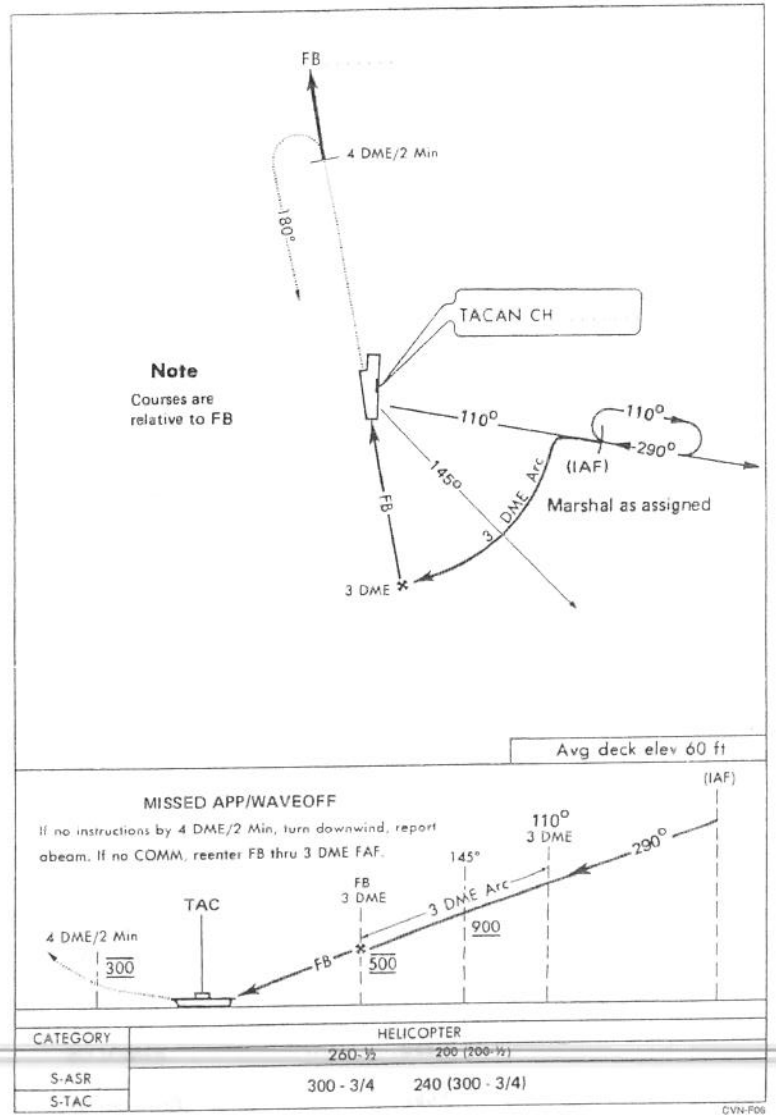
*- 70x only 112.3 uncertified

Figure 9-4
BALDY-ONE Departure



CATEGORY	HELICOPTER	
	260-½	200 (200-½)
S-ASR	300 - 3/4	240 (300 - 3/4)
S-TAC		

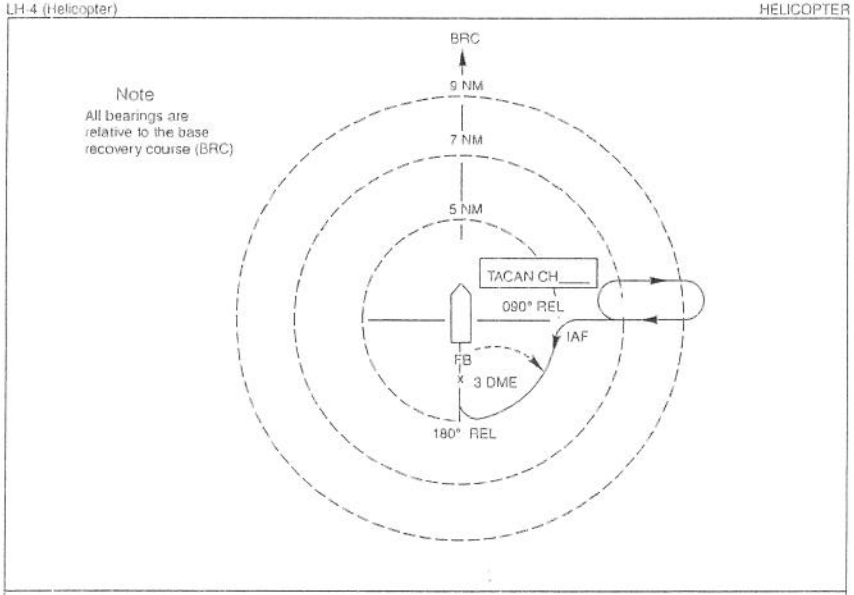
NAVAIR 00-80T-105



CATEGORY	HELICOPTER	
	260-½	200 (200-½)
S-ASR	300 - 3/4	240 (300 - 3/4)
S-TAC		

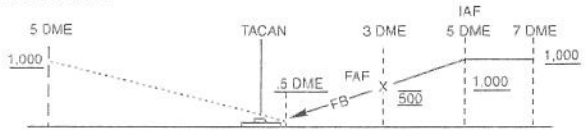
Figure 6-5. Approach Chart CV-3 TACAN (Helicopter)

LH-4 (Helicopter) HELICOPTER



MISSED APPROACH
At .5 DME, turn right 90°, climb to 1,000 feet, intercept the 5 nm arc, and arc right to reenter on FB.

NOTE: Maintain 1,000' while arcing.



LANDING MINIMA			FLIGHT DECK ELEVATION	HIGHEST OBSTRUCTION
CATEGORY	LHA/LHD			
S-PAR	270-½	200(200-½)	LHA/LHD-70'	LHA/LHD-200'
S-ASR	370-¾	300(400-¾)		
S-TAC				

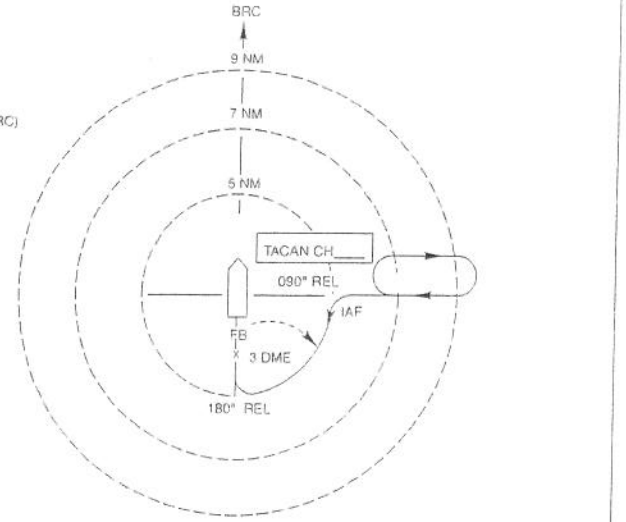
LHA/LHD LHA-F017

Figure 6-8. Approach Chart for LH-4 (Helicopter)

3

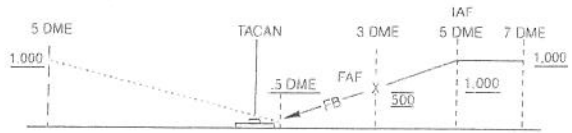
NAVAIR 00-80T-106

LH-4 (Helicopter) HELICOPTER



MISSED APPROACH
At .5 DME, turn right 90°, climb to 1,000 feet, intercept the 5 nm arc, and arc right to reenter on FB.

NOTE: Maintain 1,000' while arcing.



LANDING MINIMA			FLIGHT DECK ELEVATION	HIGHEST OBSTRUCTION
CATEGORY	LHA/LHD			
S-PAR	270-½	200(200-½)	LHA/LHD-70'	LHA/LHD-200'
S-ASR	370-¾	300(400-¾)		
S-TAC				

LHA/LHD LHA-F017

Figure 6-8. Approach Chart for LH-4 (Helicopter)

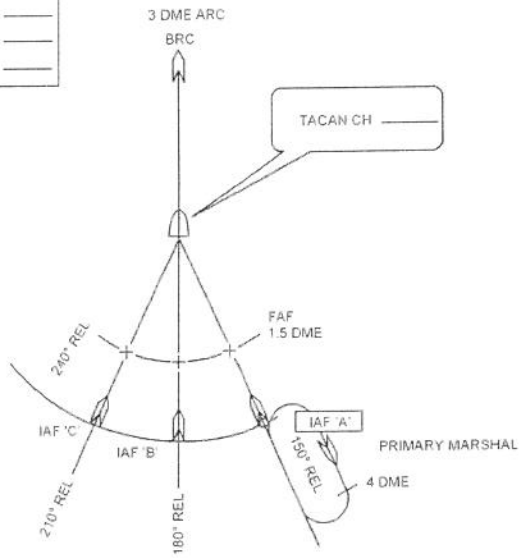
3

APPROACH FREQ ——
LAND/LAUNCH FREQ ——
ALTIMETER ——
BRC (MAG) ——
REL WIND SPD ——

TACAN APPROACH ——

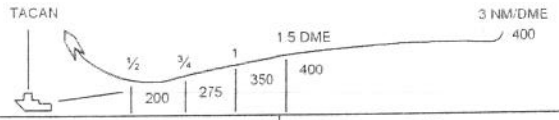
WARNING

Radials and courses are relative to the base recovery course. Final courses shown are typical for most classes of ships but may be adjusted to conform to existing lineup line.



MISSED APPROACH

If visual contact is not made at MAP, climb straight ahead to 400 ft for 3 min or 3 DME, proceed to primary marshal and hold.



CATEGORY	MDA - MAP/DISTANCE	CEILING/VIS
TACAN	200' / 1/2 NM200 / 1/2	200' / 1/2
*Radar-Monitored (Ship/Helicopter Radar)	200' / 1/2 NM200 / 1/2	

*Minimums when radar provides distance information.

Figure 6-2. Approach Chart Air-Capable Ships TACAN (Helicopter)

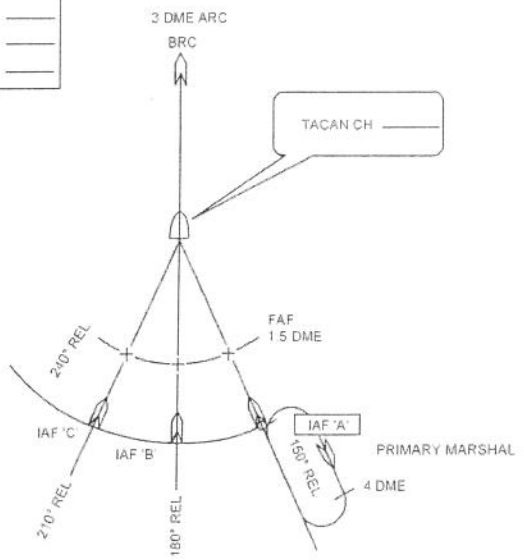
NAVAIR 00-80T-122

APPROACH FREQ ——
LAND/LAUNCH FREQ ——
ALTIMETER ——
BRC (MAG) ——
REL WIND SPD ——

TACAN APPROACH ——

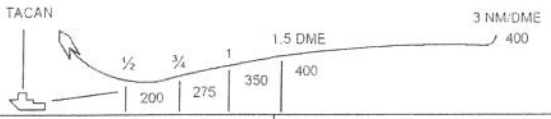
WARNING

Radials and courses are relative to the base recovery course. Final courses shown are typical for most classes of ships but may be adjusted to conform to existing lineup line.



MISSED APPROACH

If visual contact is not made at MAP, climb straight ahead to 400 ft for 3 min or 3 DME, proceed to primary marshal and hold.



CATEGORY	MDA - MAP/DISTANCE	CEILING/VIS
TACAN	200' / 1/2 NM200 / 1/2	200' / 1/2
*Radar-Monitored (Ship/Helicopter Radar)	200' / 1/2 NM200 / 1/2	

*Minimums when radar provides distance information.

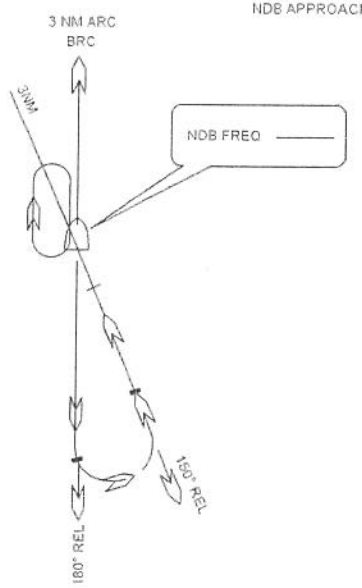
Figure 6-2. Approach Chart Air-Capable Ships TACAN (Helicopter)

APPROACH FREQ ——
LAND/LAUNCH FREQ ——
ALTIMETER ——
BRC (MAG) ——
REL WIND SPD ——

NDB APPROACH ——

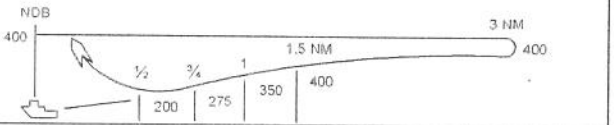
WARNING

Radials and courses are relative to the base recovery course. Final courses shown are typical for most classes of ships but may be adjusted to conform to existing lineup line.



MISSED APPROACH

If visual contact is not made at MAP, climb straight ahead to 400 ft for 3 min. Then proceed to alternate marshal and hold.



CATEGORY	MDA - MAP/DISTANCE	CEILING/VIS
NDB	200' / 1/2 NM	200' / 1/2

NDB APPROACH

Time: High Sta to 3 NM Arc							Time: 3 NM Arc to MAP (1/2 NM)						
Relative Wind Spd		0	5	10	20	30	Relative Wind Spd		0	5	10	20	30
A/C SPD	70	2.34	2.24	2.14	2.00	1.47	A/C SPD	70	2.08	2.16	2.25	2.53	3.30
	90	2.00	1.53	1.47	1.38	1.30		90	1.39	1.44	1.50	2.05	2.23

Figure 6-3. Approach Chart Air-Capable Ships Nondirectional Beacon (Helicopter)

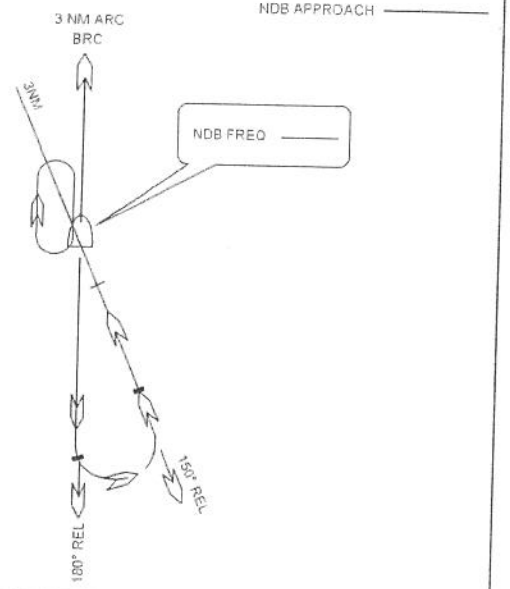
NAVAIR 00-80T-122

APPROACH FREQ ——
LAND/LAUNCH FREQ ——
ALTIMETER ——
BRC (MAG) ——
REL WIND SPD ——

NDB APPROACH ——

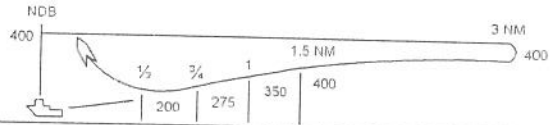
WARNING

Radials and courses are relative to the base recovery course. Final courses shown are typical for most classes of ships but may be adjusted to conform to existing lineup line.



MISSED APPROACH

If visual contact is not made at MAP, climb straight ahead to 400 ft for 3 min. Then proceed to alternate marshal and hold.



CATEGORY	MDA - MAP/DISTANCE	CEILING/VIS
NDB	200' / 1/2 NM	200' / 1/2

NDB APPROACH

Time: High Sta to 3 NM Arc							Time: 3 NM Arc to MAP (1/2 NM)						
Relative Wind Spd		0	5	10	20	30	Relative Wind Spd		0	5	10	20	30
A/C SPD	70	2.34	2.24	2.14	2.00	1.47	A/C SPD	70	2.08	2.16	2.25	2.53	3.30
	90	2.00	1.53	1.47	1.38	1.30		90	1.39	1.44	1.50	2.05	2.23

Figure 6-3. Approach Chart Air-Capable Ships Nondirectional Beacon (Helicopter)

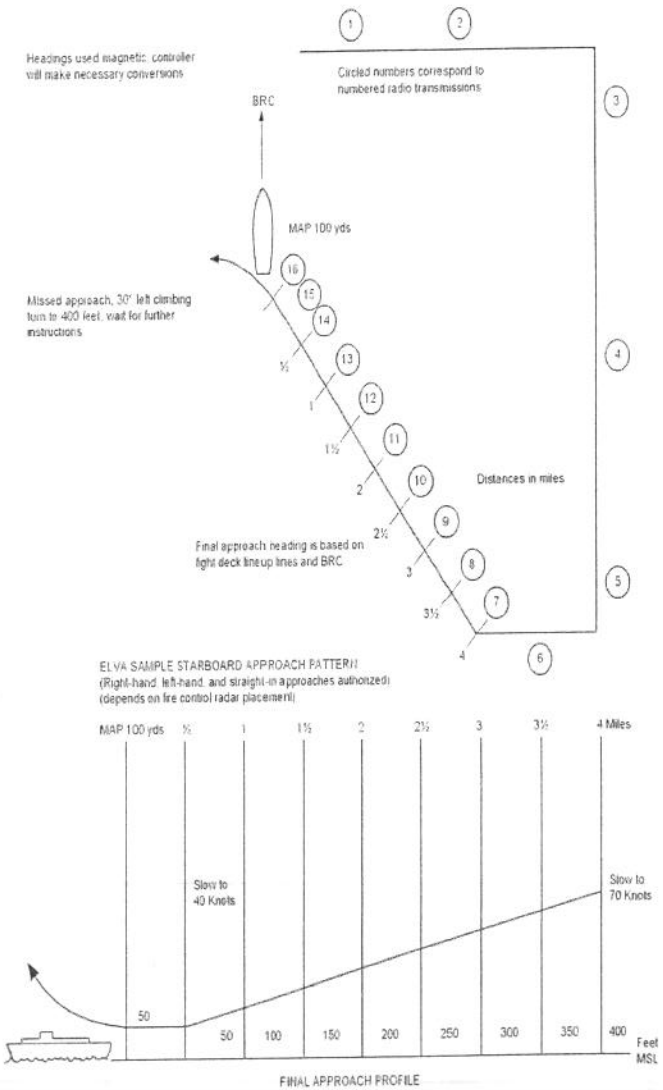


Figure 6-4. Emergency Low-Visibility Approach Pattern (Sheet 1 of 2)

NAVAIR 00-80T-122

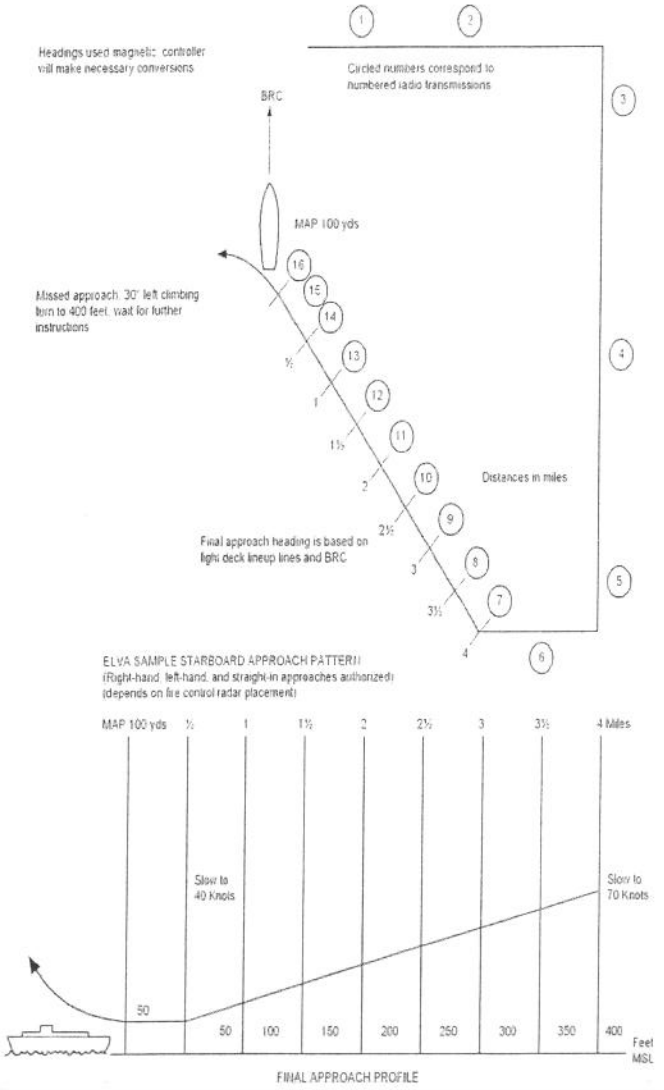


Figure 6-4. Emergency Low-Visibility Approach Pattern (Sheet 1 of 2)

HELICOPTER LANDING TRAINER IX 514

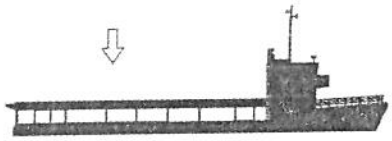
LAST CERTIFICATION INSPECTION: 16 Jan 08
CERTIFICATION GRANTED: 302005Z JUN 08

LVL II,CL 3-H1,H3,TH57,H60B/F/H/R
LVL II,CL 3-H60A/S
LVL II,CL 3*-TH57,
LVL II,CL 4,TY 2-H1,H46,TH57,H60
LVL III,CL 3-TH57,
LVL II,CL 4,SP TY 2-H3,H53D,
LVL II,CL 5,SP TY 2-H53E,

USCG HELOS
LVL II,CL 3-H60,HH65
LVL II,CL 3*-HH65
LVL II,CL 4,TY 2-H60,HH65
LVL III,CL 3-HH65
LVL II,CL 4,SP TY 2-

USA HELOS
LVL II,CL 3-H1,H6A,H58
LVL II,CL 3-H60,AH64
LVL II,CL 3*-H6A,H58
LVL II,CL 4,TY 2-H1,H60
LVL III,CL 3-H6A,H58
LVL II,CL 4,SP TY 2-H47

USAF HELOS
LVL II,CL 3-H1
LVL II,CL 3-H60
LVL II,CL 4,TY 2-H1,H60
LVL II,CL 4,SP TY 2-H53



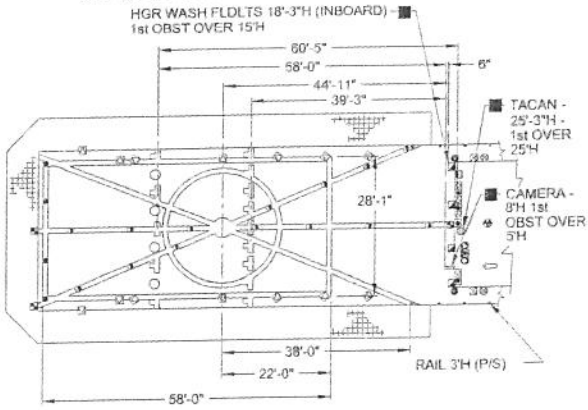
SHIPS IN CLASS
IX 514

H60A TMS ACFT MUST LAND ON SHIP CENTERLINE.
RESTRICTED TO FWD HALF OF TD CIRCLE

A	B	
■	■	MARKING/CLEARANCES
		LANDING
		VERTREP
		HIFR
■	■	LIGHTING ■ ■ NVD LIGHTING
		LANDING
		VERTREP
		HIFR
■	■	ACCESSORY VISUAL AIDS
■	■	FLT/HGR DECK
		DRAINAGE & SEALING
		SECURING FITTINGS
		STRENGTH (SEE APPENDIX D)
■	■	WIND MEASURING SYSTEM
■	■	MOORING AIDS
■	■	COMMUNICATIONS
■	⊠	NAVIGATIONAL AIDS
■	■	FIRE PROTECTION

A	B	
■	■	SERVICING FACILITIES
		FUEL STOWAGE & REFUELING
		STOR TK 0 GAL. PUMP (GPM/PSI) 0/0
		FILTER (GPM/PSI) 0/0
		SERV TK 0 GAL. PUMP (GPM/PSI) 0/0
		FILTER (GPM/PSI) 0/0
		ELEC POWER (AC/DC) 115VAC, 400Hz
		NITROGEN SERVICE 28VDC, 300AMP
		SERVICING FLUID STOWAGE
		FRESH WATER WASHDOWN SYSTEM
		HYDRAULIC SERVICING CART STOWAGE/ SUPPORT
		MAINTENANCE FACILITIES
		HANGAR:
		WORK/OFFICE
		COMPONENT & SPARE PARTS STOWAGE
		DEFUELING
		BATTERY SERVICING
		RECOVERY ASSIST SECURING AND TRAVERSING (RAST) SYSTEM FACILITIES
■	■	PERSONNEL SAFETY
■	■	EXPLOSIVE SAFETY

AVERAGE CLASS HELO DECK HEIGHT ABOVE WATERLINE: 0' 0" (01 LEVEL AFT)



LEGEND: COLUMN A (Cert Requirement) ■ Required ☐ Not Required
COLUMN B (Cert Status) ■ Meets Requirements ⊠ Does Not Meet Reqts ☐ Not Provided

NOTE: ■ SIGNIFIES FLIGHT CAUTION ITEM

NAEC-ENG-7576

HELICOPTER LANDING TRAINER IX 514

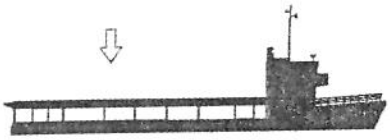
LAST CERTIFICATION INSPECTION: 16 Jan 08
CERTIFICATION GRANTED: 302005Z JUN 08

LVL II,CL 3-H1,H3,TH57,H60B/F/H/R
LVL II,CL 3-H60A/S
LVL II,CL 3*-TH57,
LVL II,CL 4,TY 2-H1,H46,TH57,H60
LVL III,CL 3-TH57,
LVL II,CL 4,SP TY 2-H3,H53D,
LVL II,CL 5,SP TY 2-H53E,

USCG HELOS
LVL II,CL 3-H60,HH65
LVL II,CL 3*-HH65
LVL II,CL 4,TY 2-H60,HH65
LVL III,CL 3-HH65
LVL II,CL 4,SP TY 2-

USA HELOS
LVL II,CL 3-H1,H6A,H58
LVL II,CL 3-H60,AH64
LVL II,CL 3*-H6A,H58
LVL II,CL 4,TY 2-H1,H60
LVL III,CL 3-H6A,H58
LVL II,CL 4,SP TY 2-H47

USAF HELOS
LVL II,CL 3-H1
LVL II,CL 3-H60
LVL II,CL 4,TY 2-H1,H60
LVL II,CL 4,SP TY 2-H53



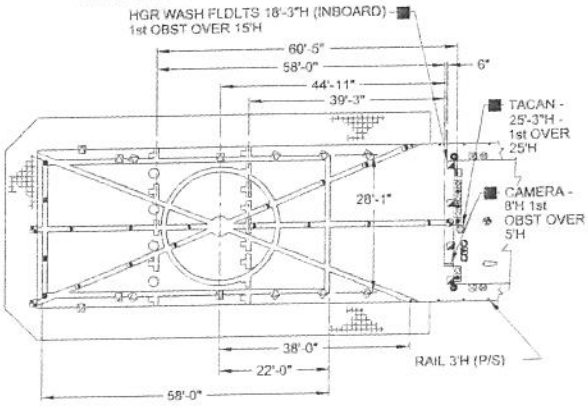
SHIPS IN CLASS
IX 514

H60A TMS ACFT MUST LAND ON SHIP CENTERLINE.
RESTRICTED TO FWD HALF OF TD CIRCLE

A	B	
■	■	MARKING/CLEARANCES
		LANDING
		VERTREP
		HIFR
■	■	LIGHTING ■ ■ NVD LIGHTING
		LANDING
		VERTREP
		HIFR
■	■	ACCESSORY VISUAL AIDS
■	■	FLT/HGR DECK
		DRAINAGE & SEALING
		SECURING FITTINGS
		STRENGTH (SEE APPENDIX D)
■	■	WIND MEASURING SYSTEM
■	■	MOORING AIDS
■	■	COMMUNICATIONS
■	⊠	NAVIGATIONAL AIDS
■	■	FIRE PROTECTION

A	B	
■	■	SERVICING FACILITIES
		FUEL STOWAGE & REFUELING
		STOR TK 0 GAL. PUMP (GPM/PSI) 0/0
		FILTER (GPM/PSI) 0/0
		SERV TK 0 GAL. PUMP (GPM/PSI) 0/0
		FILTER (GPM/PSI) 0/0
		ELEC POWER (AC/DC) 115VAC, 400Hz
		NITROGEN SERVICE 28VDC, 300AMP
		SERVICING FLUID STOWAGE
		FRESH WATER WASHDOWN SYSTEM
		HYDRAULIC SERVICING CART STOWAGE/ SUPPORT
		MAINTENANCE FACILITIES
		HANGAR:
		WORK/OFFICE
		COMPONENT & SPARE PARTS STOWAGE
		DEFUELING
		BATTERY SERVICING
		RECOVERY ASSIST SECURING AND TRAVERSING (RAST) SYSTEM FACILITIES
■	■	PERSONNEL SAFETY
■	■	EXPLOSIVE SAFETY

AVERAGE CLASS HELO DECK HEIGHT ABOVE WATERLINE: 0' 0" (01 LEVEL AFT)



LEGEND: COLUMN A (Cert Requirement) ■ Required ☐ Not Required
COLUMN B (Cert Status) ■ Meets Requirements ⊠ Does Not Meet Reqts ☐ Not Provided

NOTE: ■ SIGNIFIES FLIGHT CAUTION ITEM

EMERGENCY LOW VISIBILITY APPROACH (ELVA) PATTERN - RADIO CALLS

1. (Initial Check-in). This will be a radar-assisted approach. Hold your radar contact on the _____ radial, _____ miles from the ship. Altimeter setting is _____. Weather is ceiling _____, visibility _____. Final approach heading will be _____. Winds are _____ degrees port/starboard at _____ knots. Maximum pitch and roll are _____. Read back altimeter setting.

2. Descend/climb and/or maintain 400 ft. Assigned heading is _____.

3. Lost communications procedures follow: If no transmissions are received for 1 minute in the pattern or 15 seconds in final, climb to and maintain 400 ft. Attempt contact on (Secondary). If unable to make contact, squawk Mode III Code 7600. Alternate approach will be TACAN channel _____ commencing at 3 miles and 400 ft on the _____ radial. Acknowledge.

4. Missed approach procedures follow: If ship or wake not in sight at missed approach point, immediately turn left 30 degrees (right for port approach); climb to 400 ft and increase airspeed to 90 knots. Report level and on speed and stand by for further instructions.

5. Perform landing checks. Report gear down and locked.

6. Turn right/left to the final bearing _____; maintain 400 ft and slow to 70 knots.

7. Do not acknowledge further transmissions. On final, 4 miles. Commence gradual rate of descent to arrive at ½ mile at 50 ft. Maintain 70 knots. Assigned heading is _____. Report ship in sight.

8. (Call sign) 3½ miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 350 ft.

9. (Call sign) 3 miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 300 ft.

10. (Call sign) 2½ miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 250 ft.

11. (Call sign) 2 miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 200 ft.

12. (Call sign) 1½ miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 150 ft.

13. (Call sign) 1 mile, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 100 ft. Slow to 40 knots.

14. (Call sign) ½ mile. Assigned heading is _____. Maintain 50 ft and 40 knots.

15. (Call sign) 800/600/400/200 yards. Left/right/on approaching centerline.

16. (Call sign) at missed approach point if ship or wake not in sight, execute missed approach.

Figure 4-9 ELVA Radio Calls

TH-57 TACTICAL AND FORMATION ADVANCED PHASE CHAPTER FOUR

EMERGENCY LOW VISIBILITY APPROACH (ELVA) PATTERN - RADIO CALLS

1. (Initial Check-in). This will be a radar-assisted approach. Hold your radar contact on the _____ radial, _____ miles from the ship. Altimeter setting is _____. Weather is ceiling _____, visibility _____. Final approach heading will be _____. Winds are _____ degrees port/starboard at _____ knots. Maximum pitch and roll are _____. Read back altimeter setting.

2. Descend/climb and/or maintain 400 ft. Assigned heading is _____.

3. Lost communications procedures follow: If no transmissions are received for 1 minute in the pattern or 15 seconds in final, climb to and maintain 400 ft. Attempt contact on (Secondary). If unable to make contact, squawk Mode III Code 7600. Alternate approach will be TACAN channel _____ commencing at 3 miles and 400 ft on the _____ radial. Acknowledge.

4. Missed approach procedures follow: If ship or wake not in sight at missed approach point, immediately turn left 30 degrees (right for port approach); climb to 400 ft and increase airspeed to 90 knots. Report level and on speed and stand by for further instructions.

5. Perform landing checks. Report gear down and locked.

6. Turn right/left to the final bearing _____; maintain 400 ft and slow to 70 knots.

7. Do not acknowledge further transmissions. On final, 4 miles. Commence gradual rate of descent to arrive at ½ mile at 50 ft. Maintain 70 knots. Assigned heading is _____. Report ship in sight.

8. (Call sign) 3½ miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 350 ft.

9. (Call sign) 3 miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 300 ft.

10. (Call sign) 2½ miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 250 ft.

11. (Call sign) 2 miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 200 ft.

12. (Call sign) 1½ miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 150 ft.

13. (Call sign) 1 mile, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____. Altitude should be 100 ft. Slow to 40 knots.

14. (Call sign) ½ mile. Assigned heading is _____. Maintain 50 ft and 40 knots.

15. (Call sign) 800/600/400/200 yards. Left/right/on approaching centerline.

16. (Call sign) at missed approach point if ship or wake not in sight, execute missed approach.

Figure 4-9 ELVA Radio Calls