

**3.1.1 JETS**

- (a) LANDING RWY 32
- From the NORTH
    - expect to track EAST of the coast for RIGHT circuit and:
    - in IMC expect radar vectors to join final of RWY 32 instrument approach, or:
    - in VMC expect radar vectors to join centreline RWY 32 by 10 CG
  - From the EAST
    - in IMC expect radar vectors to join final of RWY 32 instrument approach, or:
    - in VMC expect radar vectors to join centreline RWY 32 by 10 CG
  - From the SOUTH or SOUTHWEST
    - expect to join final of RWY 32 via STAR on either a visual or instrument approach
- (b) LANDING RWY 14
- From the NORTH
    - not below 5000 FT until established over water to join final on either a visual or RWY 14 instrument approach
  - From the EAST
    - Expect to join final over water on either a visual or RWY 14 instrument approach
  - From the SOUTH or SOUTHWEST
    - not below 5000 FT until established over water to join final on either a visual or RWY 14 instrument approach

**3.1.2 Non JETS**

To assist in traffic management ATC may vary these flight paths when necessary.

- (a) LANDING RWY 32
- From the NORTH
    - in visual conditions, expect to track EAST of the coast for right circuit and turn RIGHT base south of Point Danger and over Ukerebagh Island. Figure 1 refers.
  - From the SOUTH or SOUTHWEST
    - In visual conditions, expect a LEFT base to join a 2NM final.
- (b) LANDING RWY 14
- From the NORTH
    - Not below 3000 FT until established over water to join final on either a visual or RWY 14 instrument approach
  - From the EAST
    - Over water to join final on either a visual or RWY 14 instrument approach
  - From the SOUTH or SOUTHWEST
    - Not below 3000 FT until established over water to join final on either a visual or RWY 14 instrument approach