

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