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

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